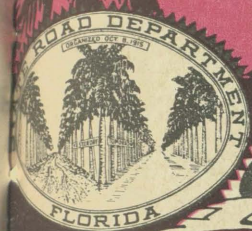


FLORIDA

Highways



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MARCH 1944
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FLORIDA

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possible until the racing season ends early in April and the amount of money available is definitely known.

Through Feb. 11, horse race betting had yielded \$1,584,484 exclusively for old-age assistance. An act of the 1943 legislature guarantees the old-age assistance fund enough money from the new cigarette tax to make up the difference between what racing produces and \$2,000,000.

"If horse racing continues to the end of the season at the present rate," the governor said, "there will be revenue for the aged from this source substantially in excess of \$2,000,000 from a special 5 percent tax on horse racing betting and the odd cents from pari-mutuel wagers, which goes exclusively to old-age assistance.

"This will permit an immediate enlargement of payments as soon as the amount of racing revenue above \$2,000,000 for this activity is made certain.

"It now appears that an excess of perhaps a million dollars above the \$2,000,000 may be received and, of course, this will be doubled by Federal matching money."

Old-age assistance payments already have been increased to an average of \$18 a month by budgeting the amount of revenue guaranteed from the cigarette tax.

The governor also said that, if extra money is on hand, "the individual benefits can be stepped up at once by a general order by whatever percentage is permitted after it is definitely known how much additional money is available. No additional delay will be required for rechecking of cases in the field."

CHARGE MISMANAGEMENT

The Florida Cattlemen's Association recently charged Federal agencies with mismanagement of the meat situation and has asked for elimination of ration points until the meat surplus is absorbed. P. E. Williams of Davenport, is president of the association.

DEVELOP NEW METHOD TO MANUFACTURE PECTIN

Chemists of the Florida Citrus Commission and the Citrus Products Cooperative at Winter Haven have developed a process for the manufacture of crude citrus pectin from grapefruit cannery waste.

STUDY NEW FIELDS

Committees of the University of Florida are now making studies of specialized fields of agriculture, rehabilitation and education of all veterans, teacher training and extra curricular activities, and will make a report shortly to the public.

Traffic laws were made for your protection. Learn what they are and obey them like a good citizen, says the State Department of Public Safety.

Assistance To The Aged Expected To Be Increased

In excess of a million dollars above guaranteed allotment probably will be available for old-age assistance if horse racing continues to produce revenue at its present rate, according to a recent statement of Governor Spessard L. Holland.

"We are looking forward eagerly to the time when we can further step up benefit payments to the aged," he said, but pointed out that no increase is

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Florida Association of County Commissioners

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J. E. ROBINSON.....Publisher
SAM ELLIS.....Editor

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material), provided proper credit is given to Florida Highways. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Florida, under the Act of March 3, 1879.

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Department of Public Safety

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Transactions of Meeting of Florida State Road Department

HELD AT OCALA FEBRUARY 28

Pursuant to action taken at its January meeting, the State Road Department met at Ocala, on February 28, for the purpose of hearing complaints and suggestions from the public on the budget of construction and maintenance work proposed for the year 1944, and for the consideration of routine and other business before the Board at this time. The attendance was as follows:

Thos. A. Johnson, Chairman; Jack F. Townsend, O. G. Lindsey, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. Highway Engineer; W. A. Kratzert, Maintenance Engineer; N. A. Bryan, Jr., Federal Aid Engineer; E. S. Fraser,

FAGS 205-A(2)	8 & 25
DA-NR 22(1)	4-A Access
DA-NR 3-A(1)	48 Access
DA-NR 17(1) & DA-NR 18(1)	581-582 Acc.
DA-NR 25-A(1)	594 Access

CONTRACTS AWARDED SINCE LAST MEETING

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due advertisement,

Bids received Jan. 6	
DA-NR 32-A(1)	608
Bids received Jan. 18	
5649	10
DA-NR 2(1)	560
DA-NR 10-B(1)	537
DA-WR 28-A(1)	68
DA-NR 3-B(1)	3
Bids received Feb. 14	
0601-105	2
7914-103	44
8611-104 & 9321-104	199
0202-107	5
AN-FA 196-D(1)	204

Bids received Feb. 2
SN-U-FA 107 DFGH (1) 4-A

HILLSBOROUGH COUNTY—ROAD 79—PROJECT 1222-A—RIGHT OF WAY

On motion of Mr. Townsend, seconded by Mr. Ward, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 79, in Hillsborough County, located and surveyed and has designated the same as Project 1222-A (5068) 1012-102, and has prepared a right of way map of said project;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and the Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and bor-

row pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Ward, seconded by Mr. Lindsey, the expense accounts of the mem-

Okeechobee	
Monroe	
Clay	
Broward	
Santa Rosa	

bers were approved and ordered paid, as follows:

WHEREAS, the firms hereinafter named

CONSTRUCTION

Escambia	
Bay	
Duval	
Escambia	
Clay	
Clay	
Hardee	
Volusia	
Palm Beach-Broward	
Citrus	
Duval	

MATERIALS

Monroe Gelatin Dynamite

row pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

DELEGATIONS AND REQUESTS

The Secretary called the roll of counties alphabetically and the following delegations and requests were registered:

Bradford County

A letter from A. J. Thomas, Clerk of the Circuit Court of Bradford County, urged aid in rebuilding and maintaining bridges in that county, and asked that gasoline tax funds coming to the Department for credit to Bradford County be used for this purpose. He pointed out the fact that the roads and bridges in Bradford County are being needed and used more than ever before because of the heavy military traffic in that area.

Brevard County

The delegation from Brevard County included the following: L. C. Crofton, Walter Howe, B. F. Carlton, and Commissioners A. Fortenberry and A. A. Dunn.

Mr. Crofton presented the county's requests, as follows:

bers were approved and ordered paid, as follows:

O. G. Lindsey, 1-5-44 to 1-26-44	\$43.85
James R. Stockton 12-8-43 to 1-24-44	30.50
C. Fred Ward, 1-1-44 to 2-1-44	60.25

APPROVAL OF MINUTES

On motion of Mr. Ward, seconded by Mr. Lindsey, the minutes of the meeting held on January 24, at Tallahassee, were approved.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the following Supplemental Agreements were approved:

J. D. Manly	\$ 117.97 Increase
Groves, Lundin & Cox	86,235.00 Increase
Duval Eng. & Contr. Co.	5,647.50 Decrease
Belcher Oil Co.	153.88 Decrease
Smith Eng. & Contr. Co.	479.50 Decrease

were and are hereby declared to be the lowest responsible bidders therefor.

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

Hardaway Contr. Co.	\$104,826.00
Cleary Bros. Const. Co.	244,696.85
Duval Engr. & Contr. Co.	144,344.24
Smith Engr. & Const. Co.	132,885.89
Duval Engr. & Contr. Co.	64,977.42
M. J. Carroll Contr. Co.	97,850.54
R. C. Huffman Const. Co.	90,117.49
R. B. Tyler Co.	54,846.34
H. L. Mills Const. Co.	155,126.77
L. J. & W. L. Cobb, Inc.	66,315.45
L. J. & W. L. Cobb, Inc.	239,983.13

Am. Cyanamid & Chem. Co. 2,987.50

1. State Road 219 from north to south down Merritt Island, as follows: the bridge at the south end of the island be purchased and taken over for maintenance; a survey of the road from Merritt south to the Eau Gallie road; the grading of the road from Courtney to Merritt, and paving from Courtney to Orsino.

2. That State Road 140 from Canaveral south to County bridge be surveyed and paved and taken over by the Department.

3. Tar on State Road 119 from Wilson to the Coast Guard Station.

He also filed a list of post-war projects requested for Brevard County.

Hardee County

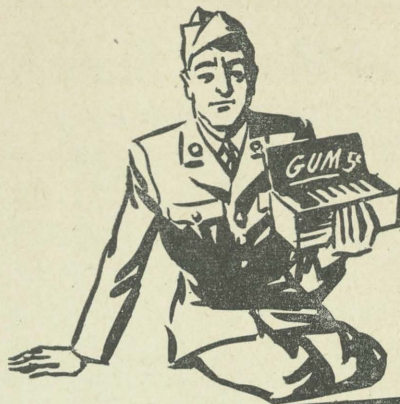
The delegation from Hardee County included W. D. Carlton, Mayor of Wauchula, R. D. Moore, Chairman of the Board of County Commissioners, and Jeff Flake.

Mr. Carlton and Mr. Flake spoke in behalf of Road 2 east from Wauchula and of the entire road north and south through the county. Both called special attention to the urgent need for a new bridge across Peace River and one across Hog Branch.

Highlands County

H. T. Piety, Clerk of the Circuit Court, and M. B. Jackson and Sol McClelland, County Commissioners, came as a delegation from Highlands County. Mr. Jackson thanked the Board for what it has done for his county, then urged the Department to resurface Road 67 between Venus and Lake Anne, pointing out the need for this

(Continued on page 64)



NO! NO!
Not
This!

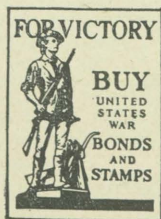
AMERICA'S greatest postwar duty will be jobs for returning service men and women . . . and especially for disabled veterans.

Only by planning now can we unfailingly pay our debt to those who have been disabled in our nation's defense. They must be given the opportunity to work as ably as non-handicapped persons.

They must know that jobs will await them on completion of rehabilitation training . . . full time, full wage jobs in surroundings where they will find health, happiness, self-respect and a sense of achievement. This knowledge will promote mental serenity and speed their recovery.

Florida is fortunate in being able to show America the way and at once begin the placement of handicapped veterans in the development of her unrivaled natural resources—sunshine, rainfall and fertility.

In the United States Sugar Corporation's plans for immediate and future expansion we stand committed to our share of this worthwhile effort. We invite all employers to join us in creating opportunities for handicapped veterans. Communicate with State Headquarters or the Washington office of the Veterans' Administration or your local posts of veterans' organizations.



UNITED STATES SUGAR CORPORATION
CLEWISTON, FLORIDA

EDITORIALS

AN OBLIGATION

FLORIDA WILL ALWAYS have tourists. They will come in greater numbers when travel conditions are overcome, when more feel that they can afford vacations, when more learn that years may be added to their lives if they find a way to by-pass the rigorous winters in Florida sunshine. They'll be here in summer, too, when they learn that Florida summers are not nearly so hot as those of the central West and East and that here we have atmosphere which is air-conditioned by two-way ocean breezes which moderate the heat of summer and the cold of winter. No part of Florida is more than 60 miles from salt water. And that means that no part of Florida is ever entirely without the health-giving qualities ascribed to life at the seashore.

Florida will always have citrus fruits bringing new money to the State for distribution to grove workers and owners, packing house employes and canning plant workers. Seeing the great expansion now being made by the citrus industry, one wonders what will be done with all of the oranges and grapefruit which will be forthcoming in a few years. But, by the time trees have matured and are bearing fruit, science will have found a way to utilize every drop of juice. Already citrus fruits and juices are being marketed in ways undreamed of when the industry was established and essential oils produced from them are actually playing an important part in winning the war.

Although dangerously approaching the point of exhaustion unless reforestation is practiced more vigorously than in the past, Florida's lumber industry is still furnishing employment to thousands. This industry has never taken full advantage of its opportunities, being content to take the small profits as a producer of raw materials rather than the larger income which might come from manufactured wood products. Fisheries will continue to bring a handsome income. Agriculture, the production of early vegetables, will always be a major source of money, the State's phosphate mines have a long time to operate before known deposits are exhausted. Florida's cattle industry is expanding rapidly, Florida raised meat has been made fit to eat and the income from that source can confidently be expected to show an increase from year to year for many decades to come.

But everyone who wants to live in Florida cannot be a tourist, or a citrus grower or worker, or a lumberjack, or a farmer, or a cowpuncher. It takes more than that to make a great State although we must admit that these pursuits have done mighty well for Florida. If we are to expect to grow and continue growing, we must provide means of livelihood for the hundreds of thousands of good citizens throughout the land who have for generations been

schooled in mechanics, people who have learned to make things with their hands, people who have acquired the skill required to turn raw materials into finished products ready for use or consumption.

For the first time in history, unless the previous war with its shipbuilding can be called an exception, Florida is getting a real introduction to industry—manufacturing—the production of finished products—the combination of parts of wood, or steel, or fabric into working devices which add to the comforts of living or to the progress of mankind.

War brought on this introduction of industry to Florida. The necessity for the utilization of every able person and every available shop and machine and the decentralization of effort into the hamlets and crossroads of the country brought to Florida an opportunity which otherwise might never have come. It has awakened a State to its possibilities and a people to new opportunities never before realized.

In Jacksonville a few days ago the Smaller War Plants Corporation, a Federal agency of which Earl W. Brown, well known for his excellent efforts toward Florida development as manager of Florida Exhibits, Inc., is State head, sponsored the first Florida manufacturers' exposition. (Pictures on page 35). A few years ago such an affair would have been classed as ridiculous. Such an exhibit then could hardly have extended beyond a few fibre brushes, a smattering of odds and ends of souvenirs such as coconut hull faces, shell ornaments and baskets, possibly a display of orange blossom perfume and candied citrus fruits plus the plainest sort of sashes and doors and other things then made from our forest products.

The astonishing thing about the Jacksonville exhibit is that it displayed approximately 400 different items manufactured in Florida by 98 different manufacturing concerns in 32 different cities. In looking around for exhibitors, the management of the show found there are some 750 manufacturing concerns now in business in the State and that no less than 500 of them are eligible to participate in such an industrial exhibit as was staged. That is, there are 500 or more small manufacturers in the State now doing essential war work which could give a creditable account of themselves in civilian industry if demand for peacetime products could be maintained at a similar level to that for war goods.

Florida's share of war supply and allied contracts and allocations from June 1940 through December 1943 amounted to \$1,273,457,000 according to a recent report of the research division of the Florida State Chamber of Commerce. This figure does not include contracts of less than \$50,000 or for foodstuffs. Of this amount more than \$500,000,000 was for nonindustrial facilities. Shipbuilding accounted for nearly another \$500,000,000. This leaves nearly \$300,000,000 which came (Continued on page 59)

B. B. McCORMICK AND SONS

—Incorporated—

Transit-Mixed Concrete

Bulkheading

Grading

GENERAL

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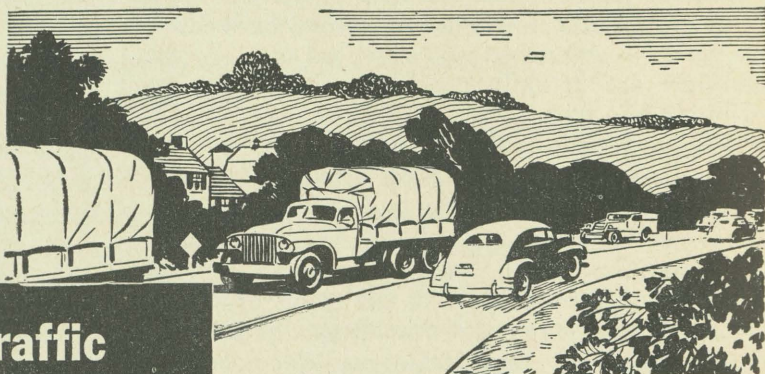


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FLORIDA FOURTH ESTATE

Stop This R. R. Blackout!

GOVERNOR HOLLAND'S startling announcement this week that Floridians are paying 15 percent higher freight rates than other Southeastern States should unite the people of this State in one of the biggest and most important campaigns of this war.

This astounding revelation was made at the Southern Governor's Conference in Washington. All of the 11 Southern governors attending complained of the discriminatory rates against the South, but Holland's disclosure that Florida is penalized 15 percent more than are her neighbors even, shows the extent to which the entire future of this State is jeopardized.

How can Florida industry compete on a fair basis with the rest of the South, much less the favored East?

How can Florida expect to get its just share of industrial and business development when these essentials to our future progress begin with a 15 percent handicap?

The answer, of course, is that it cannot and that the whole South will never occupy its rightful place in the sun as long as the railroads keep a foot on the neck of Southern development.

Holland shows that in Florida the railroads have both feet resting solidly on Florida's future.

The condition can be remedied by the Interstate Commerce Commission. If this body fails to respond to pleas for fairness, then it is up to congress to legislate decency into the railroads, as Speaker Rayburn stated recently.

More than 80 congressmen and senators, many from sections other than the South, whose constituents have also been victimized by railroad discrimination, have signed up for the battle. In unity there is strength. The stranglehold of the railroads on the South, and on Florida worst of all, must be broken.

Florida is entitled to its rightful place in the sun without an over-all 15 percent blackout by the railroads. —Panama City News-Herald.

Florida for Sportsmen

SPORTSMEN all over the country will have a new and different idea of Florida's game and fish resources after they read Harold Titus' lead article in February Field and Stream.

"When you find a million folks doing salt water fishing in a season" he says, "it means that sport is tops among all sports and almost steals the outdoor

show. On the other hand, Florida has fresh water fishing that, for certain species such as large mouth black bass, yields honors to no other locality. It offers the upland hunter quail and dove shooting of quality. It's a great wintering ground for ducks, and the annual reported bags—only a portion of the actual kill—will run well over 100,000. A couple of thousand bucks are taken each year by deer hunters. Even more wild turkeys are bagged."

To enlarge on the matter of salt water fishing: marlin, sailfish, tarpon, bonefish, dolphin, wahoo, kingfish, mackerel, tuna, amberjack, barracuda, jewfish—these are just some of the important game fish along Florida's coasts. The range of angling interest and opportunity is without visible limits and the season is year-round for scores of fishes.

Titus' article devotes considerable space to tracing the recent development of conservation and protection in Florida under the Department of Conservation, which administers all salt water resources, and the game and fresh water fish commission, which has jurisdiction over everything upstream and is now a constitutional body of the State.

He says "Florida is a unique State from the outdoorsman's point of view. It has resources that cannot be duplicated elsewhere on the continent. It has at last, a bureau in charge of these resources with firm ground under its feet and a governor—Holland—who has been with the conservation movement all the way up from a modest legislative seat to his present position of dignity and responsibility. Florida's future looks good."—Pensacola Journal.

No Extra Session in Sight

AS FAR AS WE can see there just "ain't gonna be no extra session."

Several legislators, including two who are candidates for governor, have asked that a special session of the State legislature be called. Two reasons have been advanced independently for an emergency call at this time. They are: To pass legislation on the soldier vote issue and to increase the teacher unit allotment of State funds.

Governor Holland has already pointed out that the State law of 1943 does about all that can be done to facilitate voting by personnel of the armed services. We have seen no recent statement by the governor on the school fund question but we assume

he is standing on his previous position. Neither matter, therefore, adds up to sufficient grounds to move the governor to call a session and no one else can do so.

The soldier vote matter has already been discussed at some detail in these columns. It is admitted on all sides that more soldiers overseas could vote provided the Bryan second-choice primary system should be reinstated or that the date of the first and second primary should be forced far enough apart to allow time for mail to carry ballots abroad and back. It is significant that none of the demands for an extra session to facilitate service voting have included any suggestion that one of these drastic changes in our election system be made.

The only possibility we can see for an extra session on this subject would be an affirmative showing that the people of the State demanded a drastic change in the primary system as evidenced by definite commitments from majorities of both senate and house that its members would vote to spread the primaries or return to the second-choice ballot.

No one expects anything of that kind to come about. On the contrary most of the appeals for an extra session on the service vote matter sound very much more like attempts to get on record in favor of our armed forces than like concrete proposals for sound action to improve the voting system in practicable ways.

That lets that out as an extra session issue.

The school finance matter has similar aspects.

Governor Holland vetoed a bill of 1943 to increase State aid to schools on a teacher-unit basis from the present level of \$800 a unit. There has been pressure for a boost to \$950 and more but, while the governor has shown keen interest in providing more funds for the schools in the poverty stricken areas he has shown no signs of weakening in his stand against a lateral increase which would apply as well to the wealthy areas where school millages are low and schools are well and easily financed on the present basis.

The governor's interest is in such little and poor counties as Holmes where maximum millage fails to produce enough money to educate its disproportionately large ratio of children. By way of contrast, Dade County provides excellent education on a millage that by comparison with that of Holmes County is little more than a

(Continued on page 47)

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Florida's Sentinels of Safety . . .

By FRANK FERGUSON

SENTINELS OF SAFETY, the cream and black cruisers of the Florida Highway Patrol often may be seen parked atop hills along the State's roads.

It is this conspicuousness that distinguishes the Florida Highway Patrol from the purpose of the old-time motorcycle cop hidden behind a billboard.

The Florida Highway Patrol stands for prevention of accidents, the saving of motorists from the hazards of their own recklessness.

Entrance to the Department of Public Safety, located in the Martin building, Tallahassee, State headquarters of the Florida Highway Patrol. Here are located the statistical records of the patrol and offices of Director J. J. Gilliam.

Out in plain sight, the easily recognizable patrol car serves as a powerful deterrent to unsafe driving.

Not a penny of fine or forfeiture of violators is paid, directly or otherwise to the Florida Highway Patrol, and patrolmen need not be concerned about the number of arrests they make.

The obligation of each patrol-

man to the people of Florida is the safeguarding of the roads.

When an accident occurs on a State highway, its location is flagged on a large map in the nearest divisional headquarters of the Florida Highway Patrol.

The patrolman responsible for that stretch of the highway must know why that accident happened and whether another can be prevented there.

So when a patrolman's superiors want to determine his worth, they look at the accident map rather than any record of arrests.



The Martin building, Tallahassee, in which the Department of Public Safety is housed. It also houses the State Road Department, for which it was built, and the Department of Motor Vehicles.

That patrol car is out in the public's eye for a second good reason—to give service.

Tied together by two-way radio, the men of the Florida Highway Patrol are sentinels of safety for a State whose industry and commerce travel largely on wheels of motor vehicles.

State patrolmen have been described as "symbols of service to troubled citizens in times of stress" by a writer who added:

"They are being recognized as impartial guardians of the law. Youth views with frank admiration their skill, their training, their integrity and the aura of vigorous adventure which surrounds them.

"Ideals of courteous, human treatment and clean-cut law enforcement, growing steadily stronger in State public forces over the Nation have awakened the popular mind to a new era of respect and obedience for the laws of organized society."

Florida in 1935 joined the procession of States with highway traffic patrols or police forces, when Gov. Dave Sholtz established a patrol of traffic inspectors as a part of the road department.

This patrol was abolished when Fred P. Cone became governor, but restricted as the Sholtz endeavor had been their public worth was recognized by citizens generally.

This recognition manifested it-

self in the passage by the 1939 legislature of an act authorizing the creation of a highway patrol, the first such law, since the Sholtz patrol functioned solely under the general powers of the road department to police its highways.

The legislature provided for issuance of a license, to cost the

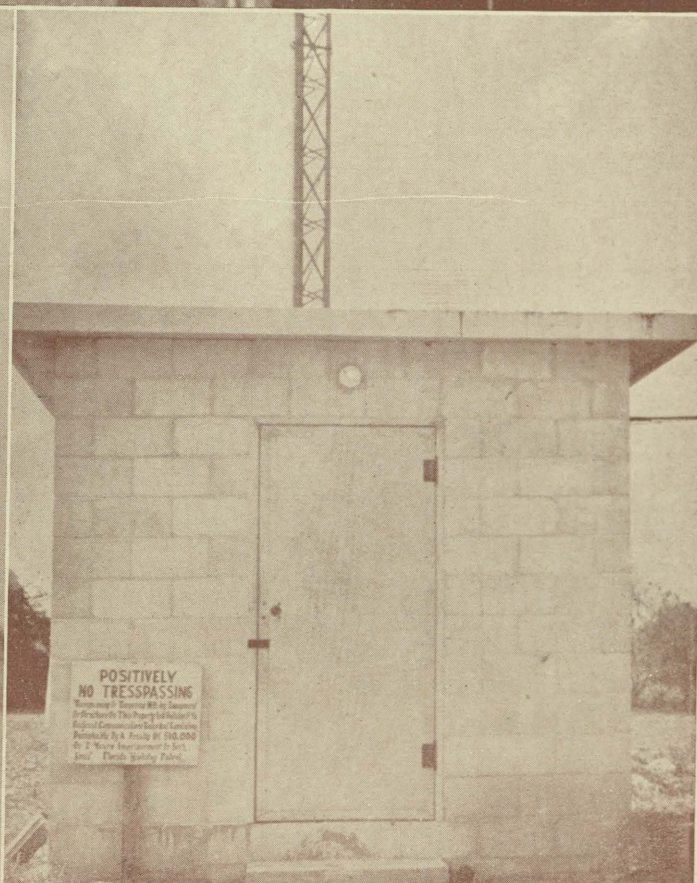
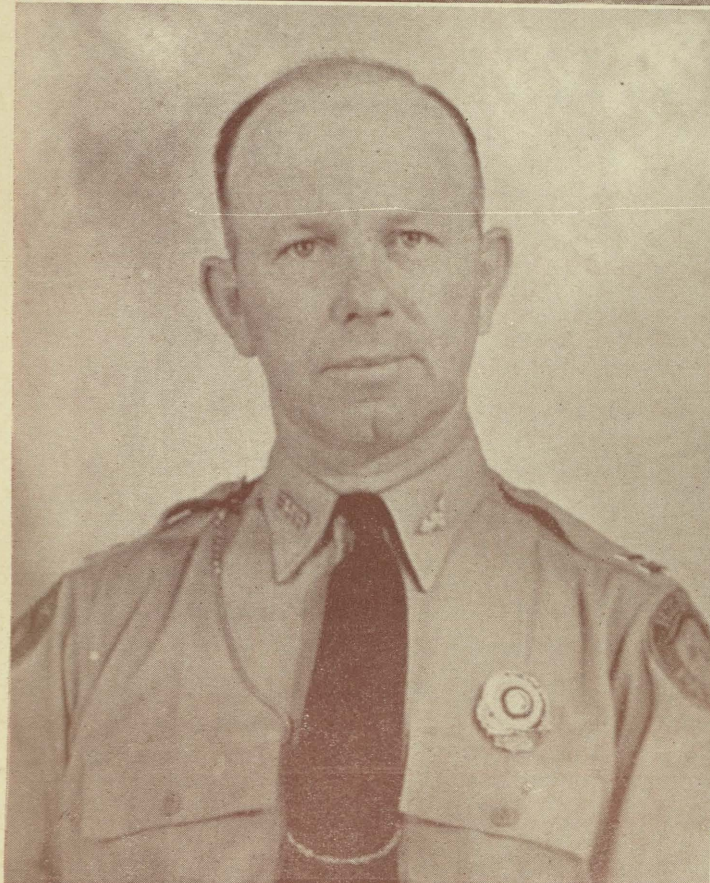
average motorist 50 cents, whose revenue would finance the new patrol.

A school conducted at Bradenton resulted in the graduation of 36 patrolmen and eventually the patrol was brought up to its legal maximum strength of 60 men.

J. J. Gilliam of Lakeland, suc-



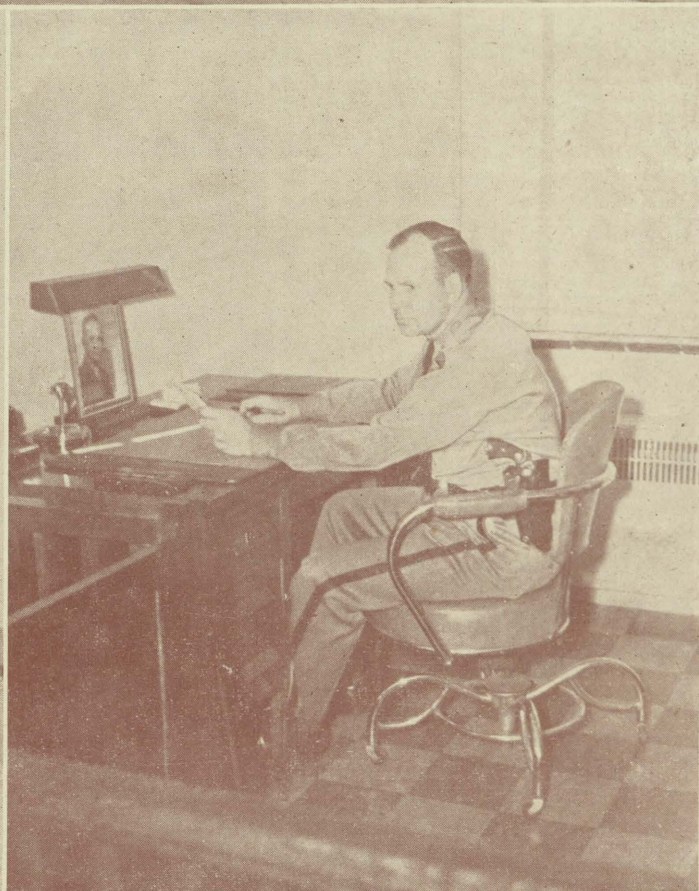
J. J. Gilliam, head of the Department of Public Safety and director of the Florida Highway Patrol. Director Gilliam is superbly qualified as head of the patrol because of his service as an officer in World War I and as commander of a battery of field artillery in the Florida National Guard for six years.



This is a view (above) of the Radio Patrol Station WKTF, Tallahassee, with Executive Officer Lt. Olin Hill at his desk where reports are received from the 13 patrol radio stations (all equipped with newest type FM Motorola equipment) throughout the State. Below, left, Capt. Fitzhugh Lee, commander of the northern division of patrol who has headquarters in Lake City. At right, one of the radio transmission stations which make the two-way communication between patrolmen and stations possible thus greatly increasing the chances of apprehending law offenders and criminals.



Above, entrance to the highway patrol offices in Lake City showing two of the cream and black cruisers which have become so familiar to the motorist in Florida. Unlike the old-time highway cop, who hid behind billboards to catch speeders, present day patrolmen usually are found cruising or parked atop a hill, or at a curve as reminders of safety to careless drivers. Below, barracks in the Lake City building where patrolmen can be found on call 24 hours every day. With every minute at 60 miles an hour widening the circle in which an escaping criminal must be sought, the first moments are crucial ones.



Above, an operator at the microphone at Patrol Radio Station WLIU at Chipley. Scene shows equipment for two-way radio service. On wall at rear is enlarged map of territory covered under the Chipley command permitting operator to locate all patrol cars at any time in event of emergency. Below, left, the State Road Department building at Chipley which houses patrol. Tower shown controls communication with Alabama authorities. Right, Lt. Clyde Carlan, in charge of Chipley patrol office. Radio hookups are maintained with other States, cutting down the chance for successful escape of criminals in and out of Florida.



Above, interior of Jacksonville Highway Patrol office where drivers' license examinations are given. The 1941 legislature turned this duty over to the patrol. An applicant is shown at the left with members of the force inside the enclosure. Below, Sergeant Chris A. Anderson, in charge of the Jacksonville office, at the radio in Station WSTZ located in the Jacksonville station. This station also is important in the cooperation of law enforcement authorities of the east coast. Jacksonville, Miami and Tampa have both the 250-watt and 50-watt stations because of heavy vehicular traffic in these areas.

ceeded his fellow townsman, W. F. Reid as director of the Florida Highway Patrol with the change of gubernatorial administration in January 1941. Gilliam came to the patrol with a wealth of experience in handling men and business.

He had managed citrus packing houses and, after serving as a lieutenant in World War I, organized and commanded a battery of field artillery with rank of captain in the Florida National Guard for six years.

What he found during his first three months as director prompted Gilliam to make recommendations which caused the new governor, Spessard L. Holland to say this in April to the legislature:

"I recommend for your consideration and passage an act to strengthen the State road patrol as created by the 1939 legislature.

"This legislation was originally sponsored by the American Legion, the Junior Chamber of Commerce and other civic groups, but was amended drastically in its passage in 1939.

"These same groups and others have cooperated in rewriting the State road patrol act so as to place it on a thoroughly nonpolitical basis and to correct the various defects which have been discovered in actual operation.

"The patrol should be increased in number to handle the tremendous traffic problems which are found on our Florida highways and which have been greatly aggravated by the national defense program.

"The only way by which this increase in number can be accomplished is by increasing the cost of the drivers' license as proposed in the bill.

"I feel that the patrol can render a very great service in this State at all times but particularly in the two years that lie ahead of us, and I feel that as a first condition to its proper functioning it must be kept nonpolitical since it operates in every section of the State and does not know county lines.

"The patrol should be dedicated to the impartial service of the whole resident and visiting public

without anything in its setup which would make it usable in any way for political purposes."

Overwhelmingly, legislators enacted the governor's recommendation into law.

Insofar as the motorist was concerned immediately, the new law incorporated safety regulations of the National Uniform Vehicle Code, raised the license fees from 50 cents to \$1 and mandatorily required the giving of examinations to delinquents.

Within the organization of the patrol, however, the law made sweeping changes.

First of all, administration was transferred from a board composed of the governor and two of his subordinates—the chairman of the road department and the motor vehicle commissioner—to a new board embracing the entire cabinet.

This assured the patrol of stability in management, for the six cabinet members other than the governor not only are free to seek reelection but usually are returned by the electorate every four years.

These six cabinet officers at present are State Treasurer J. Edwin Larson, Secretary of State R. A. Gray, Attorney General J. Tom Watson, Superintendent of Public Instruction Colin English, Comptroller J. M. Lee and Commissioner of Agriculture Nathan Mayo.

Further, the new law transferred the drivers' license division from jurisdiction of the motor vehicle commissioner to where this important function really belonged—the patrol, as an integral part of the job of keeping unsafe drivers off the roads.

Housed in the same office, the two divisions of the Department of Public Safety—patrol and licenses—work hand-in-glove in the licensing of motorists and preventing those who have abused the privilege from driving. Neither could fulfill its public obligation without the other division.

Licenses of 2,290 motorists were revoked last year by judges, in most instances for drunken driving, while 389 permits were sus-

pended for reckless use of motor vehicles.

A revoked license, denying a motorist the right to drive for a year or more, can be restored short of that time only by the parole commission, while a suspended license, covering a period of less than a year may be reinstated by the patrol's director upon the recommendation of the sentencing judge.

A system of civil service also was established for members of the highway patrol, in an effort to remove them from the hazards of politics.

The law said:

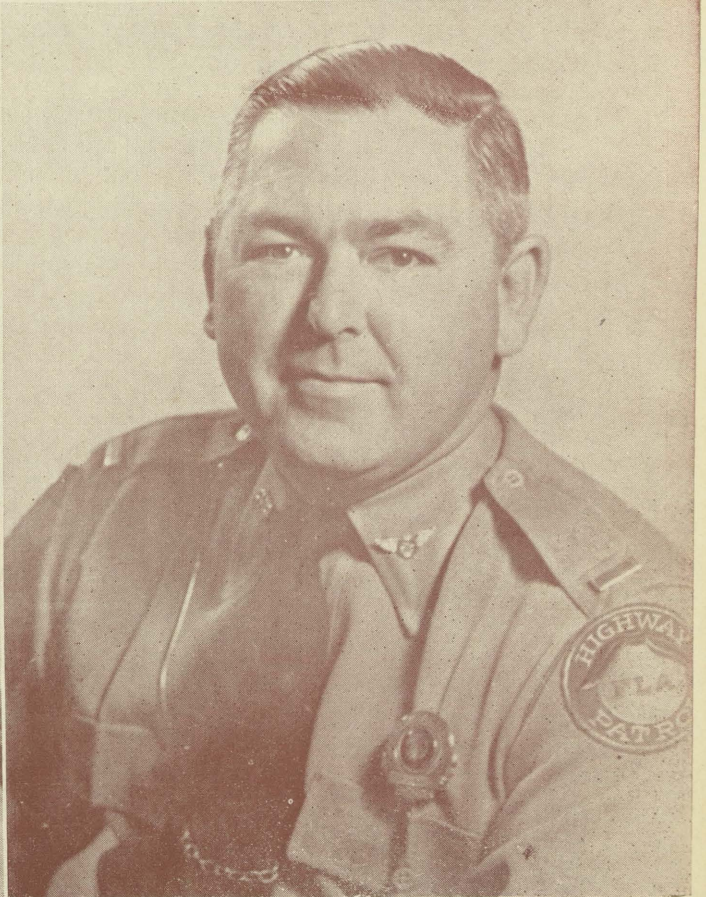
"The director may, for cause, discharge, suspend or reduce in rank or pay, any member of said highway patrol by presenting to such employe the reason or reasons therefor in writing, subject to the civil service rules and regulations of the department, and subject to the review of the board (the cabinet) which shall serve as a court of inquiry in such cases and shall hear all complaints and defenses, if requested by such employe."

Insulating the patrol still more against politics, the law provided that no member could, upon penalty of dismissal perform any police duty connected with the conduct of an election or concern himself publicly with candidates or issues.

To meet the tremendous traffic problems of which Governor Holland spoke the legislature enlarged the patrol from the former maximum of 60 men to not less than 120 nor more than 190, with four captains, eight lieutenants and 16 sergeants.

In the language of the law, the duties and functions of the Florida Highway Patrol were described as these:

"To patrol the public highways and to enforce all State laws now in effect, or hereinafter enacted, regulating and governing traffic, travel and public safety upon the public highways, and providing penalties for violations thereof, including the operation, regulation and licensing of motor vehicles and drivers thereof, and other vehicles thereon, with full police



Above, the Fort Lauderdale Highway Patrol headquarters and radio station, important link in the east coast work of the safety department. Below, left, Capt. Stuart A. Senneff, commander of the southern division, who makes his headquarters at Fort Lauderdale. Right, Lieut. Tobe A. Bass, district commander, who makes his headquarters in Fort Myers. Capt. Senneff, speaking to a civic club gathering at Wauchula stressed the fact that the State patrol was not on duty to persecute motorists. Being tough and hard-boiled was not their idea of the proper way to enforce traffic laws.

power to bear arms and arrest persons violating said laws; provided, however, said patrol officer shall not be required to patrol city streets, but nothing is intended hereby to prevent them, if necessary in enforcing said State traffic laws from making arrests within the limits of incorporated cities and towns."

In other words, the Florida Highway Patrol was concerned only with preservation of safety on the highways. Capture by its members of murderers, thieves and other violators on the State's roads has been in that interest, as much as the apprehension of reckless and drunken drivers.

As the first step in enlarging the patrol's membership under the reorganization act, a month-long school was conducted at Lakeland under the supervision of police authorities from Northwestern University's famed traffic school.

Of the 140 candidates who reported for training, 82 completed the course and received appointment as probationary patrolmen. The others fell by the wayside of the tough curriculum.

Sixty of the graduates began active duty at once, while 22 others stayed at Lakeland two weeks longer for instruction to qualify them as drivers' license examiners.

During their month, the trainees received lessons in the conduct of traffic problems, first aid, use of firearms, how to ride motorcycles, the investigation of accidents and court procedure.

Because the time was short and the need was great for getting qualified patrolmen on the highways, the trainees had to work long, hard hours.

Their day started at 6 a. m., when they arose, put their hotel rooms in order and otherwise prepared for breakfast at 7. With brief intermissions, classes ran from 8 a. m. until "lights out" at 10 p. m.

Lieut. R. E. Raleigh and Sergt. D. C. Snedaker from Northwestern University guided the instruction, with Director Gilliam as supervisor and Capt. H. C. Martin of the patrol in direct charge. Other officers of the patrol served as instructors.

Refresher schools were conducted in 1941 at Ocala and Orlando for the experienced patrolmen who had worked the highways while the trainees were being processed at Lakeland. Another recruit school was held at Lakeland in 1943.

Experts from Northwestern supervised the instruction at those three schools, too.

With the cost of the new patrol to the motorist increased from 50 cents to \$1, no one realized more than Director Gilliam that the biggest job for the moment was selling the worth of the patrol to the public.

One of the ways in which this was done, beyond the routine of giving service on the highways, may be illustrated by this editorial of August 15, 1941 from the Florida Advocate of Wauchula:

"During the past two years, the Florida Highway Patrol has grown from nothing to a force of nearly 200 men and 100 vehicles. This, of course is due to the drivers' license law.

"Last week two of the members of the patrol turned public speakers and made talks at Wauchula civic clubs. Both of them did good jobs.

"Captain Senneff, speaking at the Kiwanis Club last Tuesday stressed the fact that the State patrol was not on duty to persecute motorists. He said that being tough and hard-boiled was not their idea of the proper way to enforce traffic laws.

"As a matter of fact, the patrol system wouldn't be any better off financially even if they brought every motorist in Hardee County into court.

"The patrolmen want the cooperation of all drivers and are willing to do their part in securing it. It's their duty to assist, whenever possible and judging by the way Captain Senneff spoke, he and his men are willing to offer all possible assistance to the motorist.

"Patrolman Clyde Ulrich spoke to the Lions Club on Thursday and he voiced about the same ideas as his captain.

"In listening to these men talk, we let our mind wander back to the old time speed cop of 15 or 20

years ago and wondered just how far they would have gotten trying to make a talk at any civic luncheon.

"We arrived at the conclusion that the State patrol is composed of a fine group of men, and judging by our acquaintance with them they are of a very high type."

The Miami Herald, in an editorial reprinted by The Tampa Tribune and other newspapers put its conclusion in the headline "Real Road Patrol," and said:

"Swiftly moving towards improving personnel of the Florida Road Patrol and the addition of 82 men to its personnel, Director J. J. Gilliam of that important branch of law enforcement has done much towards making the motorist satisfied that he is getting more than \$1 worth for his driver's license.

"The last legislature raised the rate from 50 cents to \$1 for a license but promised that the increased revenue would be devoted to improving service of the road patrol.

"Director Gilliam has an extraordinarily efficient school for training rookies before they are allowed on the road.

"The efficacy of the training is such that we have yet to hear of a complaint of discourtesy from any motorist but the laws against reckless driving are well enforced, with no visible friction between the officers and the traveling public.

"Quite the contrary, in fact. We have heard many Floridians and visitors to Florida comment upon the fine organization of the State road patrol, the helpfulness of individual patrolmen, the esprit de corps."

In this atmosphere of confidence by motorists that Florida at last had, as The Herald phrased it, a "real road patrol" the initial sale of driver licenses at \$1 passed in September without incident. The good words continued, even when patrolmen had to perform in October the ticklish task of stopping drivers at wholesale to find those without licenses.

For an eyewitness account of how well this was done, consult the Daytona Beach Sun-Record for October 14:



Above, exterior of the Jacksonville Highway Patrol office which is one of the busiest stations in the State because of heavy traffic through the Gateway City and the concentration of war plants and training activities in that area. Below, the special station erected for the patrol for use as headquarters at Camp Blanding. The patrol has been highly complimented by military authorities for its activity near training centers and in the movement of troops and convoys. The commanding general of the Dixie division credited one movement without accident to the patrol's "skillful and faithful performance of duty."

"A word should be said now and then about the Florida Highway Patrol.

"The very mention of the name will, in some people's mind bring up visions of tough, hard-boiled coppers who are out to see how many arrests they can make.

"Those of you who were stopped here Sunday by the four patrolmen assigned to check Daytona Beach driving licenses will have a very different picture.

"The only thing harsh and sharp about the quartet was the blast from a traffic whistle each man carried.

"It would appear to the stranger that these men were trained to be courteous and helpful to the man in trouble before they began learning the business of law enforcing.

"As long as this sort of policy is followed, Florida will always find favor with tourists.

"Nothing is more discouraging to one in a strange place than to have someone in uniform bully, threaten and scold him.

"It is to the tremendous credit of those who organized the Florida Highway Patrol that such strong-armed tactics are not in our officers' textbooks.

"And it is more to the credit of the men in the FHP that they are able to take the long gruelling hours which they are required to work and still be able to remember and adhere to the things they learned during their police schooling days.

"If you ever get the opportunity to watch a highway patrolman in action, you will note that making arrests is the least thing he does. Nearly everyone of his breed spend most of the time trying to keep people out of trouble—steer them straight—rather than trying to trap someone who may have unconsciously violated a traffic rule.

"But don't get us wrong. The patrol will make arrests and very quickly, too, if it spots a careless driver endangering his own life or the life of others.

"They'll nip one quickest on drunken driving, although every uniformed man will go the limit to give the benefit of any doubt which may exist.

"One may write reams about

the patrol and never say as much as is inferred in an observation we've made here since the driver's license went up to \$1 for ordinary operators. This money, you know, is the only source of revenue for the highway patrol.

"Well, while many have complained about the rising cost of living we have yet to hear one serious kick against the extra 50 cents for a motor operating permit.

"That, it would seem, certainly is a sign the public believes the FHP is doing its job thoroughly and well."

In a special bulletin to patrolmen in October 1941, the director ordered their cooperation with newspapers in furnishing for publication the fundamental and factual information about accidents.

"Only by compiling and considering information about all accidents will it be possible to plan safety education and safety measures," wrote Gilliam to the State's editors.

"We solicit your cooperation in the same helpful, considerate manner you have extended us in the past. We hope you will aid us in the uniform reporting plan by including in all accident stories names, ages, addresses, race, time and place of accident, cause of accident and type of vehicle."

As the patrol's part of the bargain, Director Gilliam directed its members to get the same detailed information to the editors "as quickly as possible after an accident."

Commending the director for this policy and assuring Gilliam of its cooperation, The Ocala Star voiced a common reaction of editors, observing editorially:

"It is always the desire of a newspaper, and newspaper reporters, to print factual information about accidents which will present the picture accurately and completely. This is not so easy to do unless there is full cooperation on the part of the officer investigating the accident.

"Particularly is it desirable to have such accurate factual information about accidents in which nonresidents are involved as the local newspaper is the medium through which the 'news services'

obtain their information for relay to the home cities of nonresidents.

"The quickest way to reach the relatives in distant States of persons injured in accidents is through the news services, and as The Star is a member of The Associated Press that organization looks to this paper for complete, accurate, factual information to put on its teletype circuits."

With the cold-blooded slaying of Patrolman L. P. Daniel near Miami late in 1941, a trigger-itching Georgia sanitarium escapee established the highway patrol's "broken spoke" band of the dead. The killer was put to death in the electric chair at Raiford prison.

Not alone in the blood of this slain officer had been written even then the story of the valor and the fidelity and the efficiency of the new patrol.

Praise for conspicuously good service—for live-saving, for help to the distressed—already had come unsolicited from around the State.

From Fort Lauderdale, for example was a typical letter:

"Some weeks ago, Mrs. L. V. Bowers, president of this organization was seriously injured in an automobile accident. She was in a very serious condition, with scarcely any hope for her recovery without a vital serum which was in Miami.

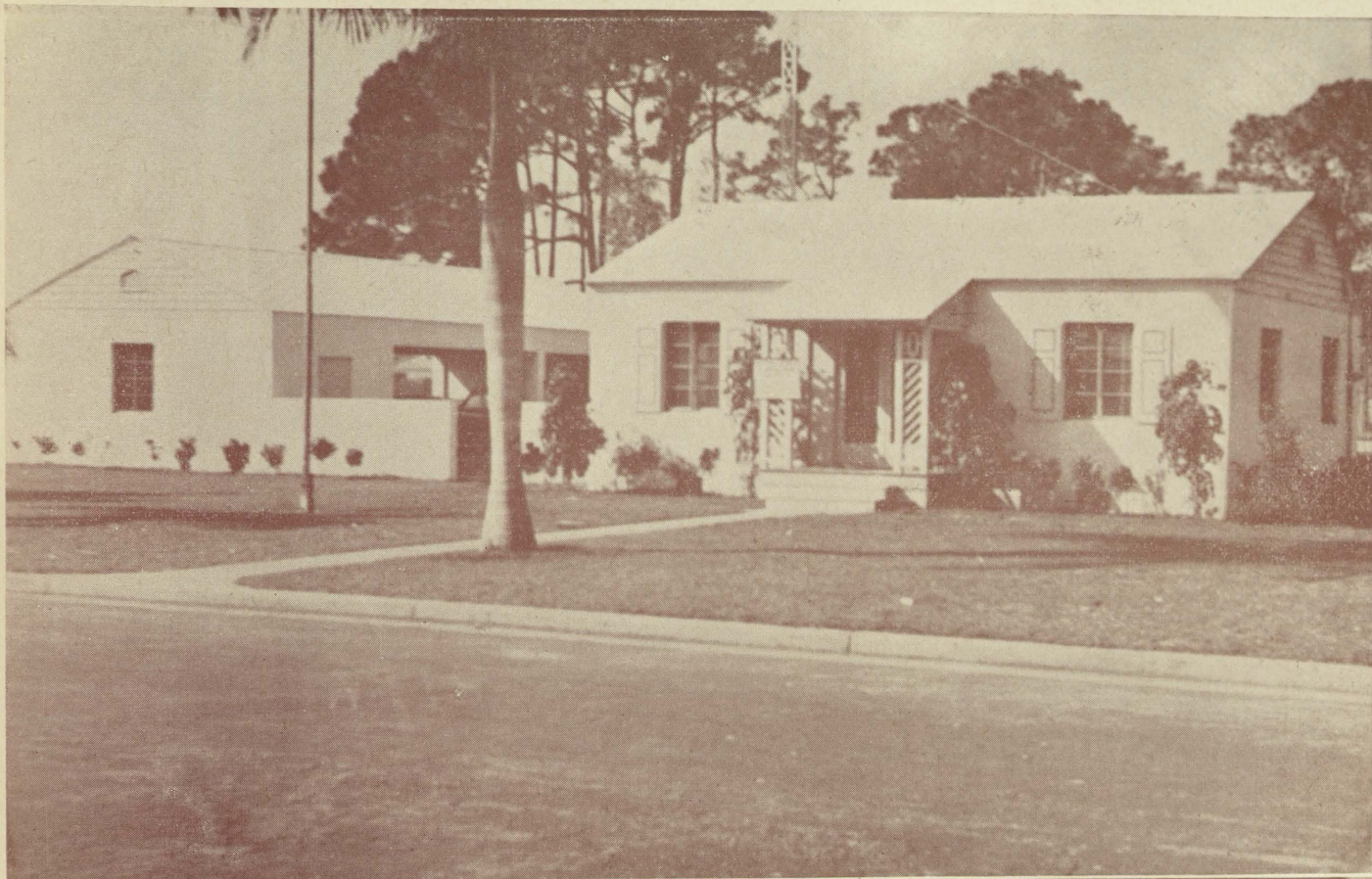
"Through the excellent cooperation of Mr. (A. G.) Faucett, a member of your Florida Highway Patrol this serum was secured and, as a result of the efficient manner in which this matter was handled by your patrolman her life was saved.

"We appreciate the excellent character of Mr. Faucett, which was very outstanding through his courtesy and kindness. He made us feel as though we were doing him a favor by calling upon him for this service. We commend him very highly."

The superintendent of a Gainesville hospital told Director Gilliam of how a patrolman had helped save the life of an infantile paralysis victim by acting promptly, without passing the buck to headquarters when decision was necessary.



Above, patrol and radio station in Miami also a busy place during drivers' license examination time. Many tourists have written complimentary letters to Director Gilliam after having been rendered road service by patrolmen. Below, left, Lieut. Reid Clifton, district commander who has headquarters in DeLand and, right, Capt. H. C. Martin, commander of the central division who has headquarters at Bartow. The renewal of a license annually would seem a small chore, but national experience has been that virtually the entire motoring public of a State will be road-tested in seven years.



"This morning," wrote Superintendent Gertrude Overstreet of the Alachua General hospital, "it became necessary for me to transfer a child with infantile paralysis from an iron lung in our hospital to a hospital in Jacksonville, in order to make room for a second child in our community to have the use of an iron lung."

"This child has only been out of the iron lung for 30 minutes at a time but my doctors felt that he could be transferred provided it be done with as little delay as possible."

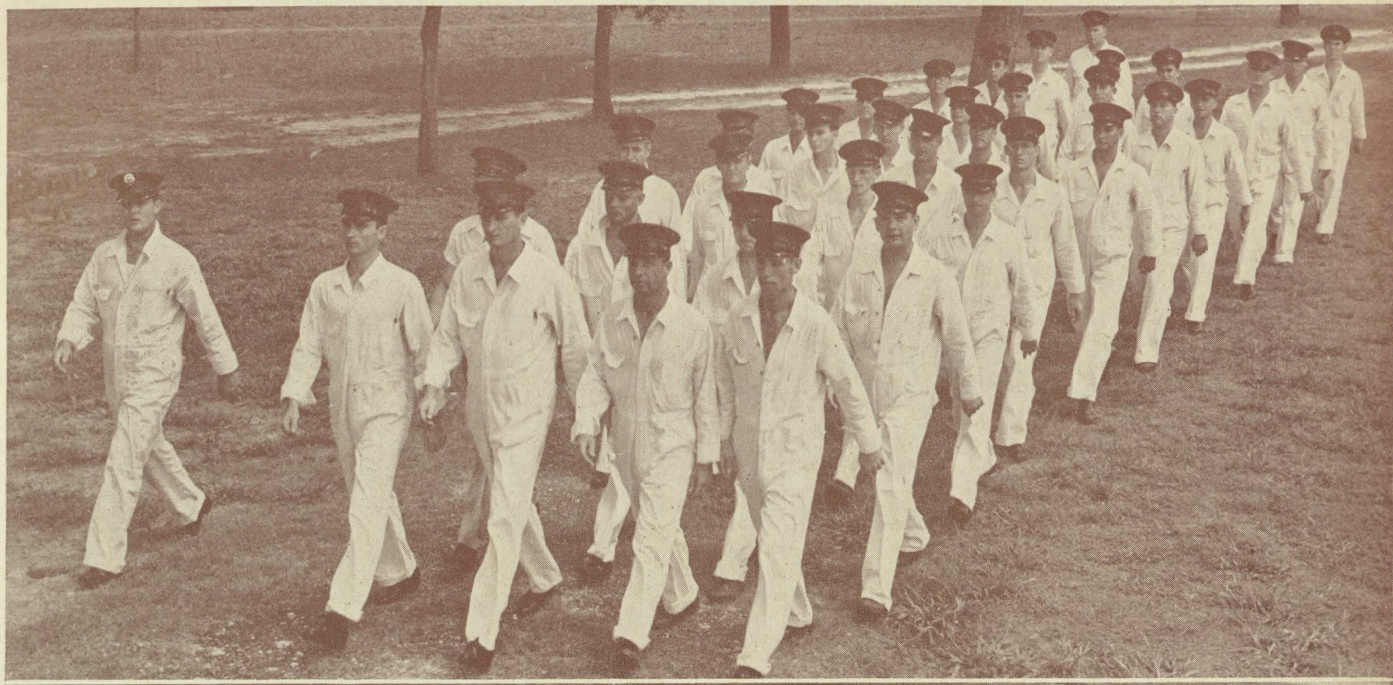
"Miss Overstreet called upon the area's patrolman, telling him there was no time in which to lose by communicating with his superiors if the respirator was to be made available for the second child."

"The patrolman provided swift, safe passage for the ambulance and both children were saved."

A St. Petersburg woman, Mrs. E. G. Nelson met misadventure of a common sort on the highway but



Above, patrol and radio station at Fort Myers, one of the prettiest locations in the State. Left, operator of radio and teletype at the Bartow station.



found assistance which caused her to write this letter to Director Gilliam:

"A most necessary part broke on my engine (while driving from Orlando to St. Petersburg) and left me stalled on the road with my 2-year-old baby about five miles west of Plant City.

"Less than five minutes after I

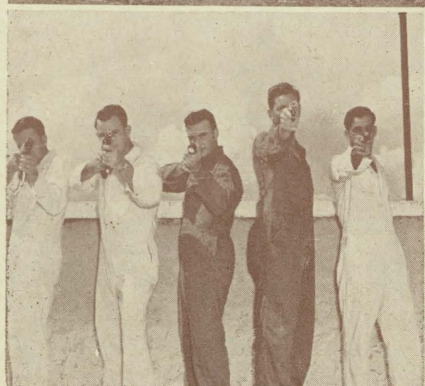
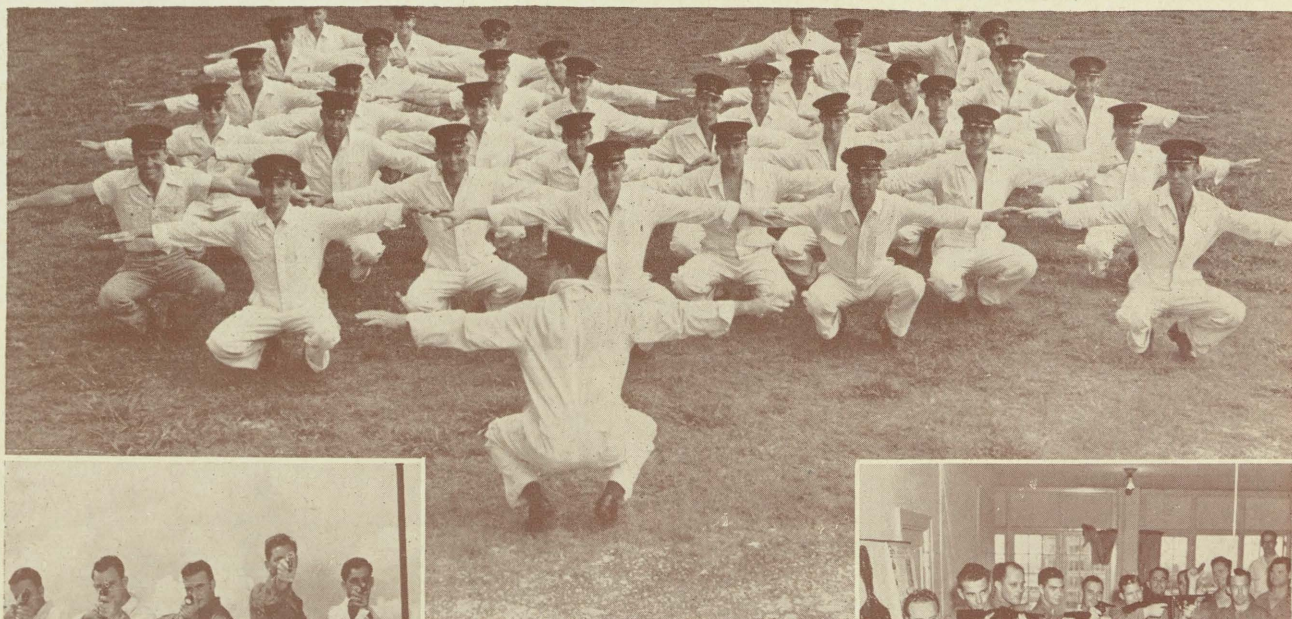
stopped, a State patrolman came along. He found the trouble and went back to Plant City for the needed part. Ten minutes later a second patrolman came along. He, too, offered assistance. Then he stayed with us until the first patrolman returned.

"They spent two hours or more trying to fix the car, one finally

going to Tampa for another needed part which repaired it immediately.

"I offered them payment for the time spent assisting me but of course they wouldn't accept it. So I thought the least I could do would be to report their kindness and thank them again through you.

"I don't know what I could or



All members of the Florida Highway Patrol pass stringent physical and mental examinations before they are accepted. Here a group is seen taking exercises and practicing firing at the Lakeland school for recruits.





Some of the motorcycles used in the patrol being used by trainees.

would have done if they hadn't come along."

From the commandant of the naval operating base at Key West came these words of commendation from an official qualified to recognize training:

"I wish to express my appreciation for the assistance your highway patrolmen have given us in times of trouble here during the strikes, and I can report to you that their efficiency has been remarked on by all who had occasion to observe their work."

The executive officer of Dale Mabry field at Tallahassee officially recorded the army's appreciation for the "conspicuous service" of Patrolmen M. A. Wells and W. C. Allen in the recovery of a wrecked plane.

Movement through Florida of the thousands of soldiers of the Dixie division, bound from Camp Blanding for Louisiana maneuvers, without accident was credited by the commanding general "to the skillful and faithful performance of duty" by State patrolmen. This was but one of hundreds of military convoys provided safe passage by escorting patrolmen.

The highway patrol stepped into

a law enforcement crisis in Walton County in 1942 when Sheriff Bob Gatlin was shot to death and his only deputy was beaten into unconsciousness when they tried to serve a liquor warrant on a negro, who then disappeared.

Governor Holland ordered Director Gilliam to proceed at once to Walton County, picking up members of his force as he went, and preserve order until a successor to Sheriff Gatlin could begin functioning.

Gilliam took charge, the negro was captured after a 36-hour hunt and taken to Raiford prison for safekeeping. The county remained calm.

The Gadsden County Times was one of the State's newspapers to recognize what this meant, beyond the physical facts. The paper said:

"Small counties obviously cannot maintain law enforcement organizations to meet emergencies that happen only once in 20 or 30 years.

"Sheriffs are not expected to be expert criminologists or to have modern scientific crime detection equipment. For the ordinary run of crimes, local authorities intimately familiar with their terri-

tory undoubtedly are more efficient than the most expert criminologist would be, and under ordinary conditions the local authorities are fully able to take care of local violence or threats of violence.

"But at long intervals come situations that need outside help, either in numbers or in experts. A trained State force, with a central crime laboratory and a few men trained in the FBI school at Washington would provide ideal assistance in these situations which, though rare, nevertheless may hit any county at any time."

Expansion of the patrol necessitated the fitting of a new level, the sub-station, into the organizational scheme.

Headquarters of Director Gilliam were in the Martin building at Tallahassee; those of the three divisional commanders—captains, in road department structures at Fort Lauderdale, Bartow and Lake City, and of the area commanders—lieutenants, in Chipley, Fort Myers and DeLand.

Between these headquarters and the patrolmen, operating in most instances from the offices of sheriffs and county judges the sergeants maintained liaison.



A class in first aid sees how it is done with one of its members as its "victim."

With traffic demanding the grouping of patrolmen in Miami, Tampa and Jacksonville, sub-stations became essential to good management.

In the interest of public safety and convenience therefore, the Florida Highway Patrol's first 'round-the-clock sub-station and driver examining bureau was established at Miami in the fall of 1942.

Off-duty patrolmen, their spic-and-span uniforms exchanged for dungarees, fashioned the sub-station from an abandoned, grimy truckers' eatery at trifling expense—\$427 to the license-buying motorists.

The structure at S.W. Second avenue and Fourth street was turned over by the Florida Power & Light Company to the highway patrol for its free use for the duration, at least, of the war.

Completely reconstructed, save for shell of outer walls the 18-by-45-foot building provides a convenient place in downtown Miami for the examining of applicants for licenses and for the dispatch of

patrolmen stationed in Dade County.

Much of the rebuilt structure is occupied by the examining room, containing facilities for the filling out of applications and the off-road testing of eyes and knowledge of highway regulations of those who seek the right to drive on Florida's highways.

Beyond the public's view, however, there is a bedroom with twin beds, shower and equipment cabinet for the 24-hour watch.

Patrolmen often are asked by Floridians, just becoming accustomed to road-testing of motorists whether licenses are worthwhile.

"Every year as traffic accidents are analyzed," Director Gilliam and his patrolmen reply to such inquiries, "investigation shows that violations of the traffic laws occur in about 70 percent of the mishaps.

"Ignorant, unskilled and inattentive drivers get into many accidents. Therefore, every State in the Union, with the exception of three, has adopted the policy of granting the privilege of operating motor vehicles to 'new' drivers

only when they have proved they can drive properly.

"Every applicant for a new license is examined to find out whether he has enough knowledge, skill and safety-mindedness to drive or whether he has such serious defects of body or mind as to make him dangerous on the highway.

"The examiner must not pass him unless he shows he is able to operate a car without endangering the lives and property of other people."

Because the task of road-testing all of Florida's motorists at one time manifestly was one beyond the capacity of the reborn highway patrol and the patience of the average American, Florida automatically licensed all who applied before October 1, 1941.

Those drivers who renew before October 1 of each year likewise need not demonstrate on the roads their ability to drive—unless a patrolman has good reason to require this.

Each delinquent, however, must take the road test and while the



The Bartow headquarters of the highway patrol, located in the State Road Department district headquarters building.

renewal of a license annually seems a small chore, the national experience has been that virtually the entire motoring public of a State will be road-tested in seven years.

Hundreds of thousands of motorists already have been examined in Florida, where the turnover of drivers necessarily is greater than the national average because of the vast tourist population.

All accidents resulting in injury or death to any person or property damage to the approximate extent of \$50 must be reported to the highway patrol in writing within 24 hours. Forms for such reports are possessed by patrolmen, sheriffs' offices and city police.

A motorist whose vehicle strikes an unattended machine or any object lawfully on the highways must either locate or notify the owner of his name and address or place a written notice of these conspicuously near the damaged vehicle or object.

The highway patrol tells motorists that, subject also to the spe-

cial war restriction of 35 miles an hour these are the rules for speed:

"You shall not drive at a speed greater than is reasonable and prudent under the then existing conditions and having regard to the actual and potential hazards then existing.

"Where no special hazard exists, you may drive at the following speeds: 25 miles an hour in any business or residence district, 60 miles an hour in other locations during the daytime, and 50 miles an hour in such other locations during the nighttime.

"Speed in excess of these shall be considered prima facie evidence of reckless driving."

Despite the raising of physical, educational and efficiency standards after the reorganization law of 1941, the Florida Highway Patrol remained essentially a local force until 1944.

With the war-delayed completion this year of the patrol's radio network, State-wide response to an alarm became possible for the first time. Until radio provided that instantaneous communication

with every divisional headquarters and sub-station and every cruising patrolman, the patrol could police only so much of the highway as a man could see.

Prior to radio, a patrolman communicated once each hour with his local base, usually the sheriff's office. Thus, someone might be in distress just over the next hill, yet the patrolman could know nothing of the urgent need for him until he had driven to the nearest telephone for his hourly call.

Although charged by statute with enforcement only of highway laws, the patrol often hunted more desperate criminals. With every minute at 60 miles an hour widening the circle in which an escaping criminal must be sought, the first moments are the crucial ones in a man hunt. Chances of capture are infinitely greater since radio can draw a noose of sure-shooting patrolmen around an area.

Again the record may be cited. Florida newspapers of July 6, 1943

(Continued on page 60)



Executives of Food Machinery Company's plant at Dunedin. Front row, left to right, Courtney W. Campbell, vice president and general manager; Wilbur A. Hagin, purchasing agent; Robert S. Grant, vegetable machinery sales manager, and Fred H. Stivender, canning machinery sales manager. Back row, left to right, John Broome, chief engineer; Neill T. McLean, production manager; R. E. Martin, citrus machinery sales manager; Henry C. Pfister, service manager; W. A. Pipkin, credit manager; Dr. R. D. Gerwe, research director, and Neal Alexander, salesman.

First of a series on Florida industrial activity.

Food Packing Important In War . . .

IF FOOD, as the sages say, will win the war and preserve the peace, then a Pinellas County industry should be accorded a page in tomorrow's history books for its contribution towards the attainment of both objectives. Because, in Dunedin, a small but enterprising community midway along the Florida west coast, there is operating today on a 54-hour weekly schedule the world's largest manufacturing plant, devoted exclusively to the making of packinghouse and processing

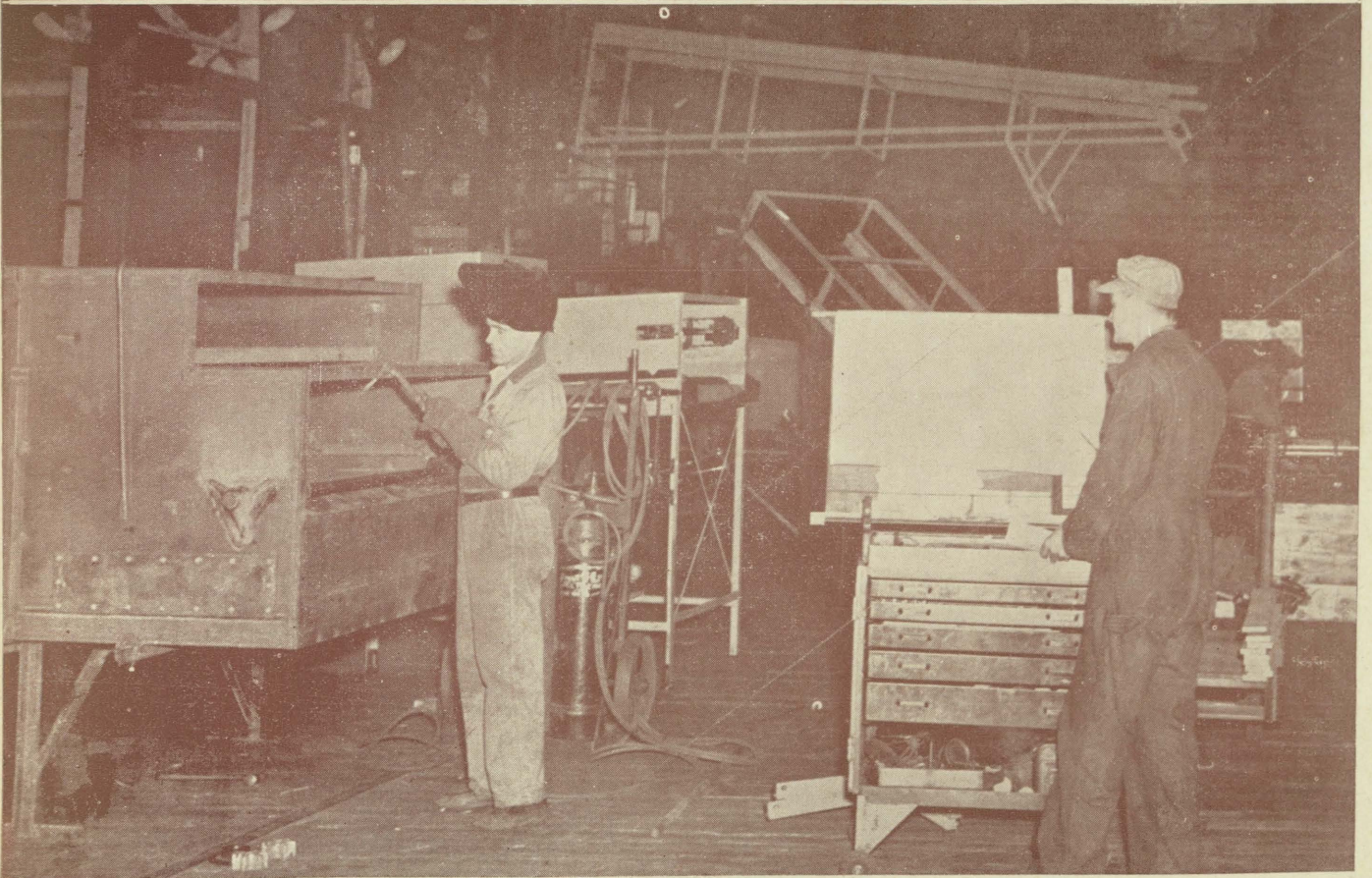
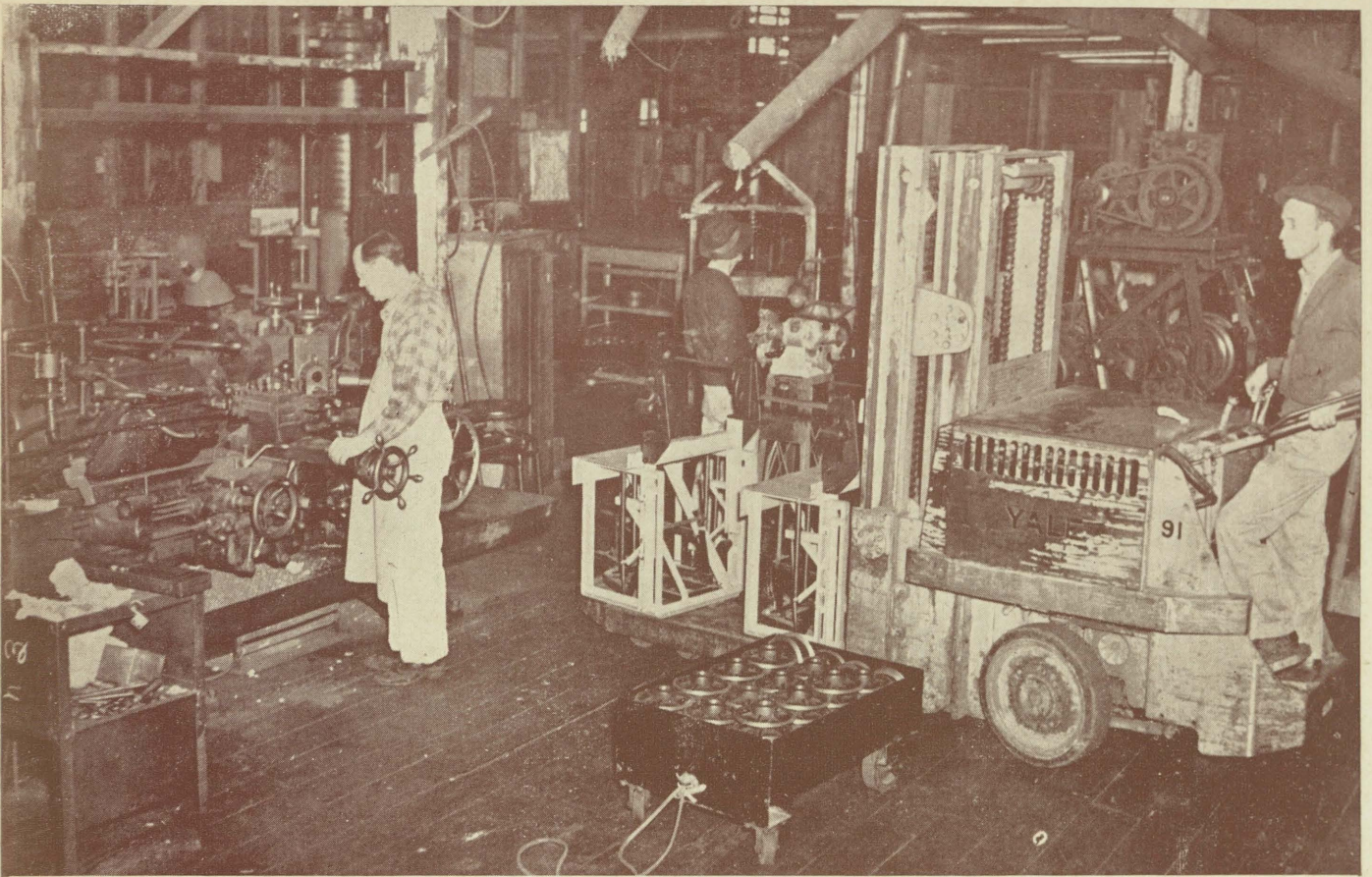
By **HOWARD HARTLEY**

equipment for the fresh fruit and vegetable industry.

Food production is agriculture's job. But production is only the first step. Citrus fruits and vegetables farmers coax from a sometimes stubborn Mother Nature must be packed for market. Oranges, grapefruit and tangerines must be washed and polished by the millions to meet the demands of discriminating housewives.

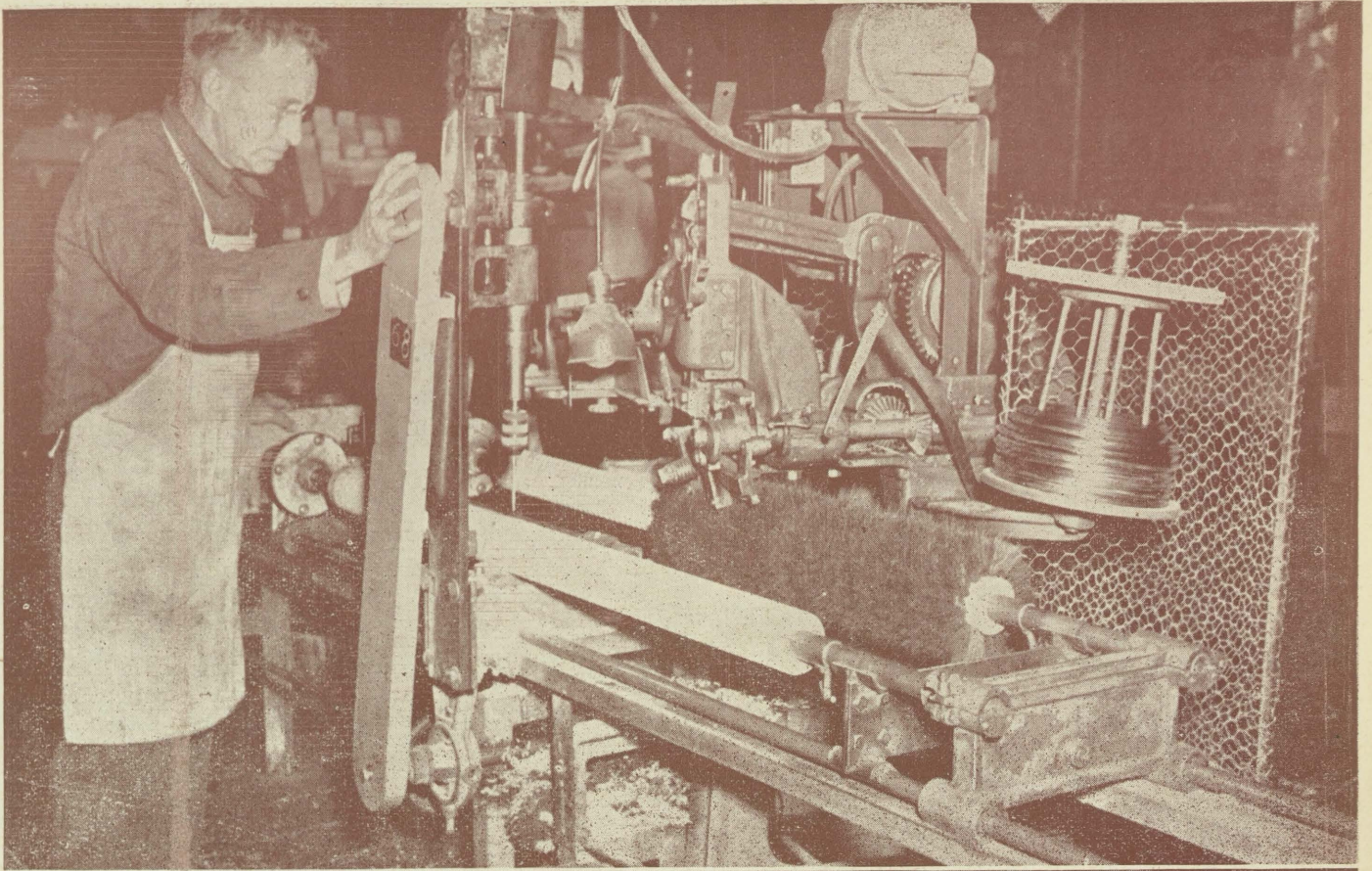
These fruits and a wide variety of vegetables, in order to withstand the rigors of shipment and to retain their freshness enroute to the consumer must be coated with protective wax film. Science, therefore, working hand in hand with mechanical genius is playing a vital role in mass packing of the citrus, the cucumbers, sweet potatoes, tomatoes and peppers and many other perishables grown on Florida's fertile acres.

All this involves the manufacture of complicated and highly



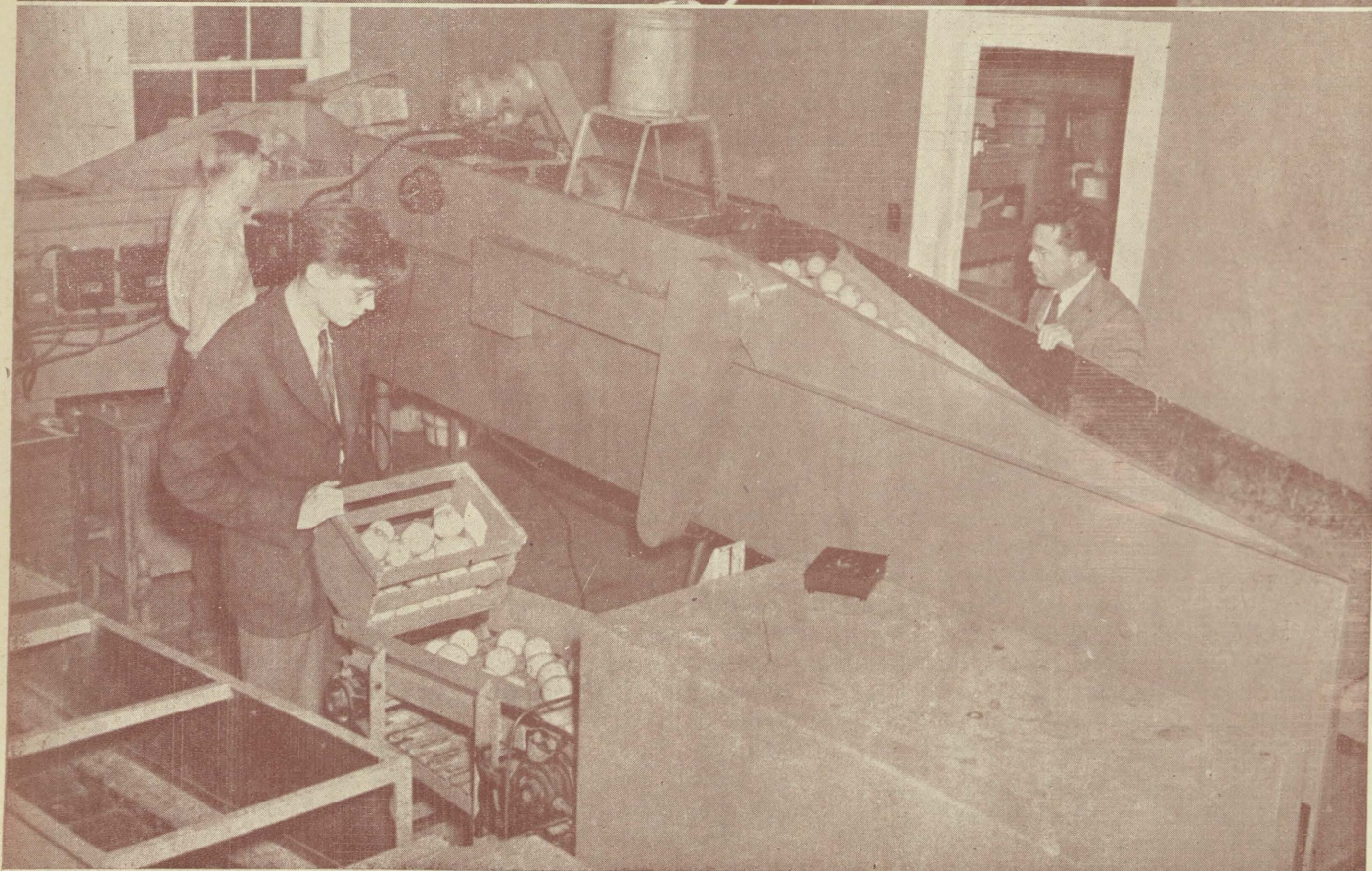
Scene on Food Machinery Corporation's Dunedin production line. P. J. Lockhart working at lathe as Clifford Lipsey operates electric truck. Fred Campbell is seen at a grinder in the background.

Final assembly of a packinghouse machine. Carl Jones welds a sprayer tank under watchful eyes of Foreman Bruce Strawn. The Dunedin plant of this corporation supplies and services citrus and fruit packing plants in every section of the State. Every machine is subjected to severe tests and when it is placed in operation in a fruit packinghouse the manufacturers know it will do its work.



This is one of the most amazing machines at the F.M.C. Dunedin plant—an automatic brush maker, that drills holes in wooden rollers and sets the fibre bristles in one operation. The machine is being operated by George Merrell, a veteran craftsman. The wooden rollers come from the corporation's own timber lands and processed in their lumber mill.

Cleaning castings made at the Dunedin Food Machinery Corporation foundry. Tom Carroll is filing a gear casting. Bill Stevens is operating the emery wheel.



Food Machinery Corporation's "House of Magic"—the research laboratory at the Dunedin plant. Foreground, Technician G. C. Wakefield weighs chemicals as M. S. Slade, Jr., completes a microscopic test. Background, Dr. R. D. Gerwe, research director, runs a test on a new wax preservative.

A miniature packing house in Food Machinery Corporation's research laboratory. M. S. Slade, Jr., runs oranges through a model washer as Dr. R. D. Gerwe observes fruit passing through a color-add immersion tank.

specialized machinery for the packinghouse. It means mass production of protective formulas such as Flavorseal and Sta-Fresh, nailing machines and devices that separate citrus fruits by sizes with uncanny speed and accuracy. More machines are needed to cleanse fruits and vegetables of the dust and grime of grove and garden and all of these vital necessities are moving in an endless stream from the Dunedin plant of Food Machinery Corporation to every section of the United States as well as to every nation on earth, except those under Axis domination. In fact, the products of this bustling Florida west coast plant are destined to move into the liberated territories in the wake of our armed forces and play a vital role in the rehabilitation of lands now chained to Adolf Hitler's chariot.

Because it fills an exclusive place in world food production and processing, the Dunedin plant's rapid march to global dominance merits a brief outline. Operated as the principal unit of Food Machinery Corporation's Florida division, the factory today provides year-around employment for upwards of 200 residents of this community as well as adjoining Clearwater. The payroll runs into the hundreds of thousands annually. Other thousands are spent locally and throughout the Pinellas area for supplies, freight and trucking charges. So Food Machinery Corporation's big Dunedin plant, which sprawls over a site of several acres within a stone's throw of Clearwater Bay and just across the street from an orange grove, is one of the keystones of Pinellas County's prosperity arch.

The plant is guided by Courtney W. Campbell, a director of the Florida State Chamber of Commerce and one of the State's leading industrialists and post-war planners. It was in Courtney Campbell's wood-paneled office at Dunedin that arrangements were first made to build in large quantities the amazing "alligator," invented by Donald Roebeling of Clearwater. This amphibian tractor is making history as an invasion weapon on many world battlefronts.

Out of that conference there

emerged a new industry and, for many months, Roebeling "alligators" were turned out at the Dunedin plant alongside the packinghouse machinery. When the "alligators" proved themselves in combat and began gnawing chunks out of Mr. Moto's yellow legions in the South Pacific, the Nation's armed forces demanded more and more amphibians. Consequently, the corporation transferred by government request its tractor manufacturing to its new plant, designed especially for the task and located on the outskirts of Lakeland.

Speed is the watchword in modern packinghouse technique. Hence the mechanical marvels built at Food Machinery Corporation's plant in Dunedin embody the ultimate development of the conveyor belt as well as the rotating cylinder to move through each device citrus fruits and vegetables as these products are subjected to whatever treatment the individual machine is built to apply. For example, the fruit and vegetable washers consist of long metal tunnels, floored with slowly moving brushes. The fruit is sprayed with water from multiple nozzles as it passes through the washer, rolled over and over by the revolving brushes.

As the fruit is gently rolled through the washers, every particle of dust, earth and other debris from the grove is removed without bruising. The sizing machines built at the plant are long metal chutes, flanking intricate sets of wooden rollers that push aside fruit and divide it according to to diameters. Assembly of the brushes that are found in so many machines manufactured by the company is in itself an interesting operation. The wooden rollers in which the fibre bristles are ingeniously set by a specially designed mechanical marvel are brought from the corporation's own timber lands and lumber mill.

In addition, the plant manufactures a long list of other packinghouse, dehydrating and processing plant necessities, as well as mass production of fruit juice extractors for modern canning plants. Specially built immersion tanks or conveyor-type sprayers, used to apply the company's Flavorseal

and other protective treatments, along with its color-add process also are turned out at the Dunedin factory. The latter process, incidentally, is an interesting sidelight developed in Food Machinery Corporation's research laboratories to restore the natural color of citrus fruits during the period when nature's chlorophyll fades, first from green to orange and then back to green again. Fruit treated with color-added pigment dye, similar to that used to tint oleomargarine, candies and confections and equally edible is as fine as any grown in Florida and, like all Florida citrus, must be tree-ripened.

Mass production of this specially designed machinery naturally meant the assembling of vast quantities of raw materials and a concentration of as many operations as possible under one roof. This involved, among a lot of other things the installation of a complete foundry to turn out intricate castings of all kinds and the Dunedin plant's open hearth equipment is as fine as can be found in the South. Adjoining it is the pattern makers' department wherein skilled artisans fashion from wood to precision measurements the shapes of all castings used in machine assembly.

Virtually every part used in putting together the packinghouse and processing plant equipment turned out by the company is made at the factory. But each machine job means an engineering problem and the Dunedin plant's engineering department is complete in every respect, from initial research and development through to the delivered products. Field service is maintained throughout the State for all of the company's products and processes. Every machine built at the factory is first subjected to rigorous tests under actual production conditions to prove beyond question its ability to stand up under fire.

One of the most colorful departments of the plant, however, is the research laboratory where Dr. R. D. Gerwe, formerly of the Kroger Grocery & Baking Company and a veteran in the food research field presides over Food Machinery Corporation's "house of magic."

(Continued on page 59)

33 Contests For House Seats . . .

CONTESTS FOR SEATS in the 1945 house of representatives will be held in 33 of the State's 67 counties, according to reports from the office of Secretary of State R. A. Gray. No opposition has been made to the holders of 37 of the 95 seats in the house this year.

Counties in which there will be races and the candidates follow:

Baker: B. R. Burnsed and E. W. Crockett of Macclenny.

Bay: Group No. 1, Forace P. Holland (incumbent) and J. Ed Stokes; Group No. 2, H. R. McQuaig, L. E. Merriam and James E. Poston.

Broward: Group 2, Louis B. Fisher and Frank Sirling.

Calhoun: C. L. Clark (incumbent) and Emery E. Bridges, Blountstown.

Citrus: L. P. Williams, Inverness, and L. C. Yeomans, Crystal River.

Clay: Thomas J. Rivers (incumbent) and James W. Stewart, Jr., Green Cove Springs.

Columbia: James B. Hodges, Jr., (incumbent) Paul Hudson and F. W. Bendenaugh, Lake City.

Dade: Group No. 1, A. J. Farlow, George S. Okell and E. L. Easmussen; Group No. 2, Troy C. Davis, Richard Oelkers, Jr., and H. M. Jackson; Group No. 3, Mrs. Frances O. Warriner and C. W. Peters (incumbent).

DeSoto: Floyd H. Baird, C. A. Boyd and J. M. Ingram.

Dixie: Royal C. Dunn and L. L. Barber, Cross City.

Duval: Group No. 1, E. P. Jernigan, P. Guy Crews (incumbent) John L. Doggett, Jr., and Joe Burnett; No. 2, Mabry A. Carlton (incumbent) and M. C. Moore; Group No. 3, R. R. Brown, Lee H. Booth, Fletcher Morgan and George P. Boutwell.

Escambia: Group No. 1, Webb C. Jernigan, Edward (Red) McCullough and Whit Newberry, Jr.; Group No. 2, A. Morkey Darby and R. M. Merritt.

Franklin: Bourke Floyd (incumbent) Apalachicola, and Ira Sanborn, Carrabelle.

Gadsden: Group No. 1, Amos H. Davis (incumbent) Mount Pleasant, and W. D. Cone, Chattahoochee.

Gilchrist: J. Min Ayers (incumbent) and Carl O. Drummond.

Gulf: E. Clay Lewis (incumbent) Port St. Joe, and C. C. Wilson, Wewahatchka.

Hamilton: C. A. Avriett (incumbent) Jasper, and J. W. McAlpin, White Springs.

Hernando: D. M. Johnson, Brooksville, and I. R. Turnley, Nobleton.

Hillsborough: Group No. 1, B. E. Holland, Tampa, J. F. Wood, Lamona, and James D. Bruton, Jr., Tampa; Group No. 2, J. W. Cowart, Joe Gregory, Neil C. McMullen (incumbent) and Rufus H. Karnes; Group No. 3,

Harry G. McDonald (incumbent) and James E. Wall, Jr.

Holmes: J. J. Kirkland, Bonifay, J. J. Williams, Bonifay, and J. D. Heath, Dady.

Indian River: Alex MacWilliams and S. N. Smith, Vero Beach.

Jackson: Group No. 1, Merrell C. Clark, Marianna, W. R. Dixon, Marianna, B. T. Smith (incumbent) Cottondale and John E. Lambe, Marianna; Group No. 2, Claude Alford, Grand Ridge, Clyde Mayhall, and W. Pooser, Marianna.

Lafayette: W. G. Croft (incumbent) Harlow Land, Holmes Melton, Jr., and George R. Simpson, Mayo.

Lake: Group No. 1, Tim M. Sellar, H. B. Harrell and B. D. Harris, Leesburg.

Leon: Group No. 2, Charles W. Ferguson, Sr., Payne H. Midyette and John A. Scruggs, Tallahassee.

Levy: W. F. Anderson, Bronson, and D. P. McKenzie, Chiefland.

Liberty: (Report not received from county clerk).

Madison: Group No. 1, W. E. Hancock (incumbent) Madison, G. Frank Andrews, Greenville, and L. S. Platt, Madison.

Marion: Group No. 1, W. S. Baskin and C. Byrd Joyce, Ocala.

Monroe: Bernie C. Papy (incumbent) and Dr. Delio Cobb, Key West.

Okaloosa: Herbert C. Barnhill, T. H. Edney and C. G. Meigs, Crestview.

Okeechobee: W. J. Hendry (incumbent) and Phil Y. Cason.

Orange: Group No. 2, L. C. Leedy (incumbent) and O. L. Sands.

Palm Beach: Group No. 1, Thomas J. Campbell and John E. Bollinger (incumbent); Group No. 2, B. Elliott, Pahokee, and F. A. LeFils, Belle Glade.

Pasco: R. W. Allen, James A. Henderson and J. A. Hendley, Dade City.

Pinellas: Group No. 2, Mary Lou Baker (incumbent) and William S. Howell, St. Petersburg.

Putnam: Group No. 1, Thomas B. Dowda (incumbent) Palatka, and Tom C. Douglas, Welaka; Group No. 2, W. S. Middleton (incumbent) Pomona, and Clarence O. Wright, Palatka.

St. Johns: Group No. 1, J. H. Turner (incumbent) and M. A. Woodell.

St. Lucie: W. L. Coats and D. H. Saunders, Fort Pierce.

Santa Rosa: J. S. Amos, T. S. Maddox and T. Franklin West (incumbent) Milton.

Sarasota: Jerry Collins (incumbent) and John L. Early, Sarasota.

Seminole: Group No. 1, E. E. Brady and M. B. Smith (incumbent) Sanford; Group No. 2, John G. Leonardy, Sanford and L. B. Mann (incumbent) Lake Monroe.

Suwannee: Group No. 2, Ottis Brown and T. A. Delegal (incumbent).

Taylor: Joe H. Scales (incumbent) and N. W. Padgett, Sr.

Union: G. Fred Andrews (incumbent) and Hal Y. Maines.

Wakulla: Wright Alexander, George Nesmith (incumbent) and George Walker.

Washington: Cecil Carswell and Olin G. Shiver (incumbent).

These members of the house are unopposed:

Joe C. Jenkins and Ira J. Carter, Alachua County; John S. Burwell, Broward; Leo Wotitzky, Charlotte; H. B. Kelly, Collier; J. H. Peeples, Jr., Glades; C. H. Taylor, Jr., Hardee; Elbert L. Stewart, Hendry; C. E. Lanier, Highlands; Richard H. Simpson, Jefferson; W. W. Stewart, Lee; Otis R. Peavy, Madison; J. Ben Fuqua, Manatee; Carl Curtis, Marion; Evans Cray, Martin; Leonard McKendree, Nassau; Tyn Cobb, Jr., Orange; Irlo Bronson, Osceola; S. Henry Harris and Archie Clement, Pinellas; James L. Hardin, Lisle W. Smith and Perry E. Murray, Polk; Jerry Collins, Sarasota; J. C. Getzen, Jr., Sumter; Walter G. Walker and Goodwin M. Nilsson, Volusia and Thomas D. Beasley, Walton.

These candidates for election to the house for the first time are unopposed:

N. D. Wainwright to succeed George H. Inman of Bradford; Roy F. Roberts to succeed L. C. Crofton of Brevard; K. A. MacGowen to succeed John O. Boynton of Gadsden; C. Harold Ferran to succeed Harry P. Johnson of Lake; Wilson Carraway to succeed H. J. Yaeger of Leon; William J. Ray to succeed George A. Lane of Manatee; Charles E. Shepperd to succeed F. Charles Usina of St. Johns; Harold L. Gilmore to succeed G. Warren Sanchez of Suwannee.

Some of the 1943 members who are not candidates for reelection are in the armed services and several are running for other offices.

Besides those whose posts will be filled by new candidates running without opposition, these old members will not be back in the house:

J. D. Dugger, Baker; Joseph W. Bailey, Bay; George Leaird, Broward; George W. Scofield, Citrus; R. B. Gautier, Jr., and Marshall C. Wiseheart, Dade; A. J. Dunham, DeSoto; W. N. Baughman, Dixie; Birt C. Byrd, Duval; Harvey Bizzell and Dave Thomas, Escambia; W. P. Tucker, Hernando; E. P. Martin, Hillsborough; Emogene Commander, Holmes; J. Hubert Graves, Indian River; W. T. Barefield, Jackson; Lacy G. Thomas, Lake; Julius Parker, Leon; J. W. Turner, Jr., Levy; T. Drew Branch, Liberty; Lanus Troxler, Marion; Newman Brackin, Okaloosa; Herbert D. Beck, Palm Beach; Arthur L. Bryant, Pasco; Thad H. Carlton, St. Lucie.

Development of Private Enterprise .

THE POST-WAR economy of America is in the making. What that economy will become, the form it will take and the tasks therein which will be assigned to government will depend partly, if not wholly, upon the ability, the wisdom and the social mindedness which are exhibited by the rank and file of the owners and directors of American industry. Whether private enterprise will be increasingly or decreasingly regimented, whether there will be a definite shift to the right or a further shift to the left will be determined by the action not only of elected and appointed public officeholders, but also of private business leaders. If these leaders take the proper attitude, legislative assemblies, cabinet officers and chief executives of State and National governments may be expected to take the proper attitude. The future of private enterprise rests, to an ever increasing extent, upon the shoulders of private citizens—business executives and managers who are able to display genuine economic statesmanship.

I

To forecast the post-war position of private enterprise, it is necessary to begin with the past, gather up the present and carry the results on into the future. The economic history of the United States is largely the history of industrial freedom. Originally, the rights of the individual citizen, whether employer or employee, whether farmer or factory owner, whether banker or merchant, were held to be supreme. They were to be surrendered only when the common good demanded it. Since business units were small and took the form of individual proprietorships, since markets were largely local and since contacts between producers and consumers were direct and personal, govern-

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Dean, College of Business Administration
University of Florida



DEAN MATHERLY

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ment regulation of business activity was considered unnecessary. The spirit of the times was that of noninterference, of self-reliance, or rugged individualism. The cry that echoed in legislative halls was not "less government in business" but "no government at all in business."

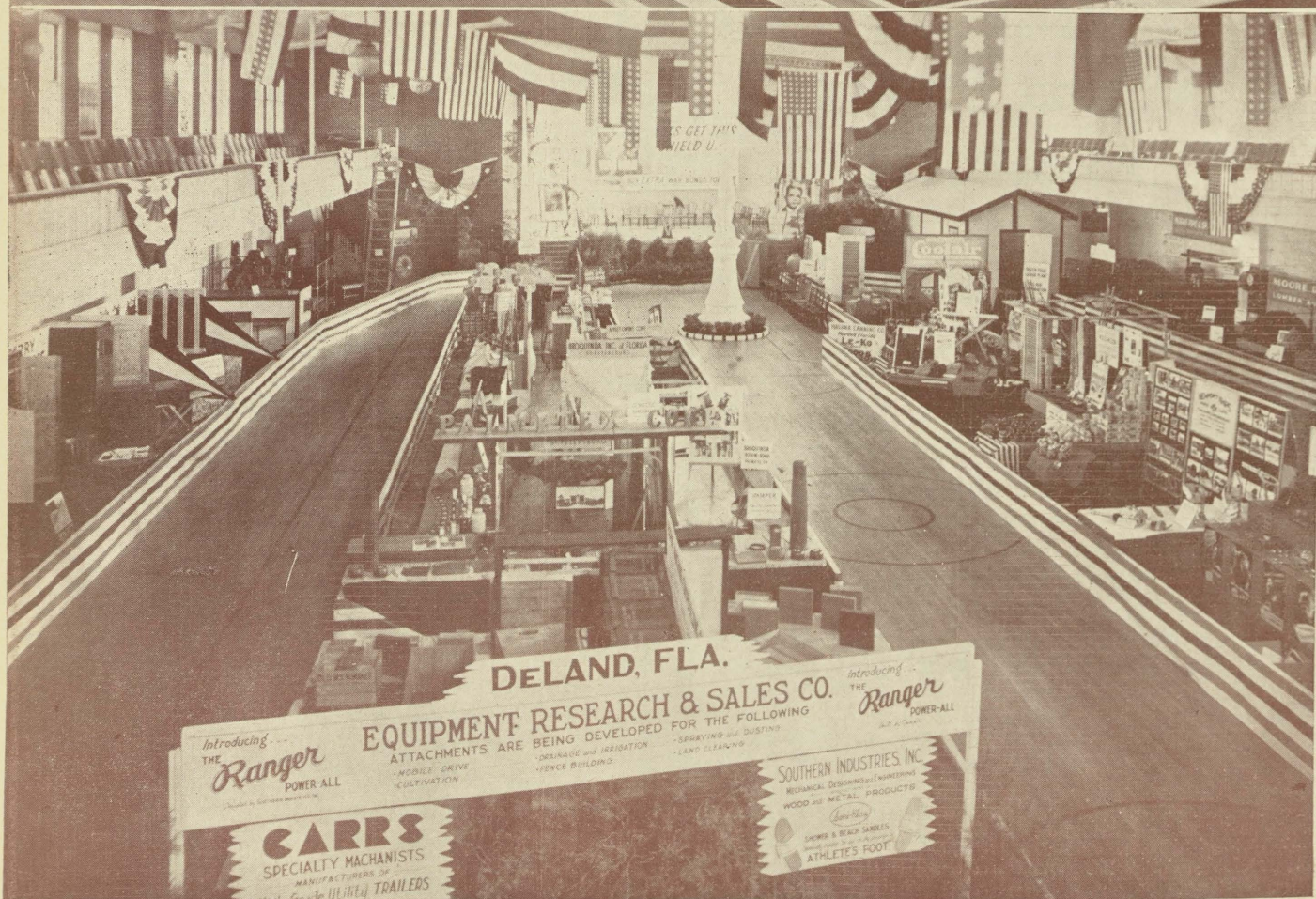
When Thomas Jefferson argued that the best governed State was the State that was governed least, he reflected not only the prevailing philosophy of private enterprise, but also the frontier sur-

roundings in which he found himself. Among pioneers there were few direct contacts. The points at which they established their homesteads were widely separated. There was little need for laws, for regulatory commissions and for other appurtenances of government. It is true that inequality existed, but it was inequality arising out of individual rather than social, economic or political differences. Each person demanded that he be permitted to do what his own interests dictated. The free play of individual initiative was necessary. Competition was indispensable; it stimulated new ways of doing things and provided the public with the most efficient forms of business undertakings. The Declaration of Independence and later the Constitution itself which were the direct products of the times became, as a matter of course, democratic instruments and it was but natural that laissez-faire—let the government keep its hands off as many things as possible—should have been applied to economic as well as other aspects of American life.

The economy of private enterprise which was adopted in the New World was adapted from notions which had developed in and which had been applied by the people of England. Prior to and during the American Revolution, England was in the process of shifting from an economic system—the system of mercantilism—which was restricted and controlled almost together by government to a system based upon freedom of initiative and action. New ways were being substituted for old. The self-sufficing arrangement of the manorial estates had largely disappeared. Population was shifting from country to city. Towns and cities were greatly increasing in size. Factories were

(Continued on page 52)

On the opposite page are two views of the Florida Manufacturers' Exposition recently held in Jacksonville. There were 98 exhibitors from 32 cities of the State and 400 different articles were exhibited. Exhibitors included about 20 percent of the firms qualified as small war plants in Florida. All these plants are now making items essential to the war effort. But they can be made an important factor in Florida's future prosperity if plans are made—now—to keep them in operation after the war. The exhibition was staged by the Florida Smaller War Plants Corporation—Earl W. Brown, State manager and Leon E. Van Zile, senior procurement specialist.





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PEOPLE

WILLIAM JOSEPH SEARS, who served 18 years as representative from Florida in Washington is reported recovering from a serious illness at his home in Kissimmee. Sears, 69, has been in retirement since 1942 when he resigned as a member of the Appeals Board of the Veterans Administration before going to congress. Sears has served as mayor of Kissimmee and superintendent of the Osceola County schools.

ARY BARROSO, writer of the hit song "Brazil," on a visit to Miami en route to Hollywood stated that it was not talent but hunger that inspired him to write the song.

EDWARD O. SCHWEITZER, former dean of boys in a Miami junior high school has been discharged as incompetent to teach because he was "unwilling to make any contribution directly or indirectly to the present war effort." His dismissal has been affirmed by Dade County circuit court.

LIEUT. FRANKLIN D. ROOSEVELT, JR., U.S.N., recently received a citation for overparking in Miami but was later excused on the grounds that he was a first offender.

NORMAN WILLIAM HENRY BLEW-JONES and Mrs. Jones, who criticized the U. S. court at Sarasota on the ceremony of naturalization will have to wait before they can become citizens of the United States. Mrs. Blew-Jones criticized the ceremony in a letter to a Boston friend, who talked.

NATHAN JONES, Jacksonville, oldest sergeant-at-arms of the Florida house of representatives, injured in an automobile accident near Miami is reported fully recovered.

MRS. URSILA SCHERMERHORN, author of novels under the name of Ursila Parrott has been granted a divorce from her husband, a major in the U. S. Army air force in Miami. Mrs. Schermerhorn was recently acquitted in Federal court on a charge of driving a soldier from a military stockade in which he was being held.

WILL B. JOHNSON, New York World-Telegram cartoonist is recovering from illness in a West Palm Beach hospital.

HENRY MORGENTHAU, JR., secretary of the U. S. Treasury is resting in Florida after his physician reported him exhausted from overwork.

DR. HENRY R. CHADWICK, former commissioner of health for Massachusetts is in Florida to assist in tuberculosis post-war planning.

RICHARD M. CRENSHAW was recently served with an eviction notice

in Miami and had no place to spend the night. Crenshaw is executive secretary of the Tenants Protective Association.

C. DAVIS TURNER, Marianna, has been awarded the Silver Beaver medal for "unselfish" service to boy scouts over a period of many years.

SAM EHRLICH, Miami, will go down in history as the first man sentenced to prison in Florida for violation of price control regulation. He was charged with selling beef at a higher price than OPA regulations.

R. D. KEENE, Winter Garden, has been elected first president of the Florida Voters for Constitutional Government. John D. Clark, Waverly, is vice president, E. T. Lyle, Orlando, treasurer and Russell Kay, Tampa, executive secretary.

DOZIER DEVANE, Federal judge recently returned some \$1,500 to the Lake Region Packing Association, Tavares, on grounds that the government had illegally taxed the association.

HAROLD COLEE, executive vice president of the Florida State Chamber of Commerce was recently guest of honor with Representative Archie Clement, Pinellas County, at the annual Tarpon Springs Chamber of Commerce banquet.

LUDD M. SPIVEY, president of Florida Southern College, Lakeland, has designated March 13 to 18 as Founders' Week at the college.

WILLIAM S. EUBANK and Mrs. Eubank, Orlando apartment owners have two sons and a son-in-law in the army and their 40 Orlando apartments are open only to enlisted men and their wives. Children are welcome.

A. H. SPURLOCK, State Experiment Station economist reports that present Florida farm products prices are nearly twice as high as they were during the four years preceding the first World War. However, he said farmers are paying 72 percent more for materials and supplies.

R. H. BAUKHAGE, Washington, D. C., news commentator recently spent a week in Florida to gain first-hand information on the operation of United States naval amphibious training.

LANDIS BLITCH, Marion County cattleman has been elected president of the Marion Chamber of Commerce. Harold L. Smith has entered upon his 21st year as secretary of the chamber.

CORDELL HULL, Secretary of State is resting in the sunshine of Palm Beach.

POLLY ROSE, who in private life is known as Mrs. Polly Rose Balfe,

Jacksonville, recently chatted with President Roosevelt in Washington. She is democratic national committee-woman from Florida.

C. E. WILLIAMS, Bartow, recently paid \$3,220 for 15 head of registered Aberdeen-Angus cattle at an Albany, Ga., sale. Justice Alto Adams, Tallahassee, paid \$400 for the reserve champion at the same sale.

RAY O. EDWARDS, Jacksonville, has been elected president of the Florida Association of Housing Authorities.

HARRY S. TRUMAN, U. S. senator from Missouri in a recent tour of Florida declared that democratic defeat at the polls this fall would "hampers, delay and confuse the conduct of the war and perhaps imperil the peace."

R. C. BRENT, Tallahassee, and E. A. Hall, Jacksonville, have been named directors and J. H. Allen, Pensacola, director-at-large of the Southern Pulpwood Conservation Association. The association plans a vigorous timber conservation campaign as soon as the war ends.

FRANK KNOX, Secretary of the Navy recently visited Miami en route to Guantanamo, Cuba, where he inspected the United States Naval Station.

MAJOR ALEXANDER P. DE SEVERSKY, noted airplane designer and aviation writer recently was given honorary degree of Doctor of Science by Rollins College, Winter Park.

BRENDA JOYCE, screen actress and wife of Lieutenant Owen J. Ward stationed at Camp Blanding, recently gave birth to a five pound baby boy in a Gainesville hospital.

W. W. FINERAN, professor at the University of Florida has been named a member of the national committee on map information offices of the American Society of Southern Engineers. Fineran was supervising engineer of the Coast and Geodetic Survey on local control surveys in Florida made in 1934.

VERY REVEREND GEORGE ROCKETT, Chancellor of the Diocese of St. Augustine has been appointed to the dignity of a domestic prelate with the title of Right Reverend Monsignor by his Holiness Pope Pius XII.

O. D. HUFF and W. E. Christian, co-chairman are given credit with the extraordinary record made by the town of McIntosh, population 397, which recently raised \$56,000 in the bond campaign. The sale is believed to be a national record.

T. M. JOHNS, superintendent of the Florida Baptist Children's Home in Arcadia recently presented an annual financial report showing that gifts to the home during 1943 amounted to more than \$100,000. Of this amount \$40,000 has been invested in war bonds.

(Continued on page 50)

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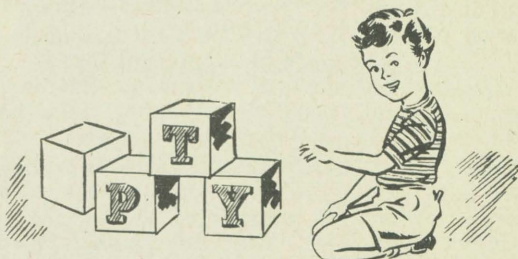
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CAPITAL CHATTER . . .

LOW NIGHT RATES for long distance telephone calls in Florida went into effect on March 1. The rates are available an hour earlier than heretofore being in effect from 6 p. m. until 4:30 a. m., according to announcement of the Florida Railroad Commission.

■ Joe Frank, State chairman of the American Legion rehabilitation committee, who has headquarters in Tallahassee recently announced that discharge payments for service men will be made through the various branches of the armed service and not through the Veterans Administration. Officials of the American Legion will assist former service men entitled to payment through the various local posts.

■ Mrs. Joe Hill Williams has been named a member of district five, Welfare Board of Union County to fill the vacancy left by the recent death of Mrs. Ella Strickland. The appointment was made by Governor Holland.

■ State Treasurer Ed Larson recently announced that the public funds balance of \$30,521,910 is the greatest in Florida history. Almost all of the funds on hand are earmarked for a specific purpose. The fund has been growing steadily for more than a year because of money held in reserve for payment of special pensions or financing projects which cannot be undertaken because of wartime restrictions. In addition to the sum held in Tallahassee treasury there is more than \$33,000,000 accredited to the State in the national treasury for unemployment compensation, which will be available for jobless persons following the war.

■ Henry S. Bayard, St. Petersburg, secretary of the State Racing Commission who resigned recently has been asked to continue until the end of the present racing season. Bayard has qualified as a candidate for the Florida senate from Pinellas County.

■ Paul Shelley who was first secretary of the Racing Commission under the Holland administration is now a captain of artillery in the armed forces.

■ Any sinking fund under its control may be invested by the State Board of Administration in any bond or treasury certificate of the United States, according to ruling of Attorney General Tom Watson.

■ The supreme court went into session on February 15 without a single case set for oral argument. The court has 66 cases on the docket not yet ready for argument and has 75 cases under consideration. It is the first time in recent history when the court has been

so close up on its business. There have been times when it had as many as 1,000 cases on the docket awaiting argument or under consideration.

■ Julius F. Stone, Jr., Key West, has been appointed as acting solicitor for the Monroe County criminal court during the absence of Allan B. Cleare, Jr., who is in military service. Stone was former FERA administrator for Florida.

■ On recommendation of Sheriff J. P. Ramsey, Alachua County, the State Pardon Board has granted a pardon to Alvis Allen, negro prisoner as a reward for his assistance in preventing the escape of two other convicts.

■ Harry Sitamore, Miami jewel thief who began a 40-year prison term in 1933 has again lost an appeal for freedom before the supreme court. The supreme court affirmed a Dade circuit court order remanding Sitamore to the State prison following hearings on a habeas corpus petition.

■ Sale of 1944 automobile license tags amounted to \$4,342,131 on February 1, according to announcement of the State Motor Vehicle Division. Last year the total was \$5,294,612 but at that time the deadline was two weeks' earlier.

■ Ralph Davis, former executive secretary to Governor Holland and later appointed administrator of unemployment compensation of the State Industrial Commission has entered military service as a private. Davis was one of the most popular executive secretaries ever to serve in Tallahassee.

■ J. P. Marchant, former member of the legislature from Polk County has been appointed acting deputy commissioner of workmen's compensation in the Miami area. He recently received a medical discharge from the army.

■ Mrs. Spessard L. Holland recently was hostess at the executive mansion for the swearing-in ceremony of Mrs. Blanche Gruver, president of the Tallahassee Business and Professional Women's Club as a member of the WACs. Mrs. Holland recently accepted the post of permanent State chairman for WAC recruiting.

■ Reversing an earlier decision, the supreme court recently ruled that citrus grove workers are performing "agricultural farm labor" and therefore may not claim workmen's compensation for injuries while at work. Previously the court had held that the legislature, by dropping the word "horticultural" in the revision of the workmen's compensation act had re-

moved grove workers from the exemption allowed for agricultural farm labor.

■ Competitive examinations for 190 University of Florida and Florida State College for Women scholarships will be held on April 8, according to announcement of the Board of Education. Scholarships provide for State grants of \$200 a year to 95 students at each of the institutions. Those who accept must agree to teach in public schools for at least two years after they finish college. Examinations will be held in almost all important cities of the State.

■ Service men who have been stationed in Florida the required length of time and who intend to make Florida their permanent homes may register as voters, according to ruling of the attorney general. The State law requires one year of permanent residence in the State and six months in a county as requirement for voting.

■ Lewis W. Pettaway, who has been serving as an assistant attorney general has been appointed to succeed the late T. T. Turnbull as attorney for the Florida Railroad Commission. The salary is \$5,000 a year.

■ The new Florida cigarette tax had produced through January a total of \$3,430,546, which amounts to near the estimated revenue for a full year when the bill was passed by the legislature. January collections amounted to more than half a million dollars.

■ John K. Clemmer has been appointed harbor master of Key West to succeed Stephen C. Singleton who resigned because of ill health.

■ The final link in the new West Coast highway, which reduces the distance between Tallahassee and St. Petersburg by 30 miles has been officially opened. The highway makes an almost straight line south from Chiefland to the Tampa Bay area, running through Lebanon City, Crystal River and Homosassa Springs. Work was started nearly six years ago. The mileage from Tallahassee to St. Petersburg is now 263 miles. On the old route it was 293.

■ The State Board of Administration has sold a \$1,517,000 issue of Hernando County road bonds at par, plus \$235.14 at an interest rate of 2.60 percent. The securities were purchased by a syndicate of John Muveen & Company, Chicago; Leedy-Wheeler, Orlando; Robinson-Humphries Company, Atlanta; Ranson-Davidson Company, Orlando; The Trust Company of Georgia, Atlanta.

■ Florida real estate agents will be allowed to participate in the sale of properties of the Ringling Isles, Inc., according to action of the State cabinet. Holdings of the corporation are appraised at about \$1,000,000.

■ Contributions of the State to the school teachers salary fund were brought to a current basis in January (Continued on page 49)

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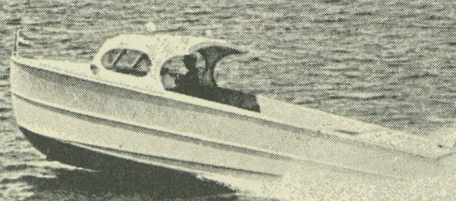
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CONTRACTS • NEW PROJECTS • CHARTERS

Charters Granted

Secretary of State R. A. Gray has granted the following charters:

The Twelflag Corporation, Miami; real estate; 60 shares no par value; directors, Myron M. Weiss, R. G. Witters, J. A. Richter, Myron S. Greentree.

Mutual Agency, Inc., Miami Beach; 50 shares no par value; directors, Lionel Cassel, Florence Cassel, Vivian Cassel.

Sharon Corporation, Miami Beach; hotels and apartment; 50 shares no par value; directors, M. B. Drummond, Victoria Launer, Morris S. Salomon.

Gage Corporation, Miami Beach; hotels and apartments; 50 shares no par value; directors, Pauline Samet, Victoria Morris, S. Salomon.

Greyhound Club, Inc., Miami, improvement of racing; 10 shares \$100 par value; directors, Norval G. Allen, John D. Adams, John C. Abea.

American Peat & Rock Co., Daytona Beach; real estate; 100 shares no par value; directors, Geo. Rowan, Una B. Jones, Eva Tucker.

Scott Corporation, Miami Beach; hotels and apartments; 50 shares no par value; directors, Pauline Samet, Victoria Launer, Morris S. Salomon.

Apalachee Homes, Inc., Apalachicola; construction; 30 shares \$100 par value; directors, Dwight Marshall, Ida Maud Marshall, Vivian Sherlock.

Frozen Food Products, Inc., Miami; refrigeration and cold storage; 50 shares no par value; directors, Allen Signer, John A. Bouverick, Jr., Marilyn Buckstein.

Royal Panama Theatres, Inc., Panama City; real estate; 15 shares \$100 par value; directors, A. D. Harris, J. D. Dickens, Clarence Hodge.

Grayson Shipping Lines, Inc., Miami; real estate; 90 shares no par value; directors, Stanley Grayson, Florence Grayson, Kenneth Harris.

Navy Point, Inc., Pensacola; real estate; 150 shares \$100 par value; directors, L. B. Ellinor, Jr., M. F. Ellinor, Frances A. Ellinor.

Stevens-Florida, Inc., Miami; wholesale; 100 shares no par value; directors, Elmer H. Settel, Irving G. Freedman, Sydney S. Snyder.

Waldman, Inc., Miami; 50 shares no par value; directors, A. Waldman, Myron G. Lewis, Della K. Lewis.

R. H. K. Corporation, West Palm Beach; industrial and commercial trading; directors, M. W. Kinher, A. V. Hansen, W. E. Kader, Jr.

Everglades Tire and Battery Co., Miami; tire and battery repair; 100 shares no par value; directors L. L. Riever, Gladys G. Riever, Regina A. Porst, Thomas J. Porst.

Tobacco Plant Corporation of Florida, Inc., Live Oak; nurseries; 50 shares \$100 par value; directors, Daniel W. Ross, R. M. Daniels, Jessie Mae McCuller.

Small Importing and Distributing Co., Miami; importing; 50 shares no par value; directors, S. S. Lavine, Chas. Friedopfer, A. S. Lavine.

Olin's Used Cars, Miami; used automobiles; 100 shares no par value; directors, Olin W. Harbett, Chas. H. Mack, Agnes M. Thrumman.

Halris, Inc., Miami; real estate; 60 shares no par value; directors, Harvard Registeiger, Frances M. Miller, R. L. Roberts.

Victory Rentals, Inc., Miami; automobiles; 400 shares \$25 par value; directors, B. G. Tomkins, H. J. Rainey, M. Brown.

Tampa Forge and Ornamental Iron Co., Tampa; construction; 90 shares no par value; directors, D. F. Taylor, S. L. Flom, Joseph C. Christ.

Playland Park, Inc., Miami; amusements; 500 shares no par value; directors, E. E. Fleming, Thelma C. Warneche, Webster G. Wallace.

DeSoto Property, Inc., Tampa; real estate; 100 shares no par value; directors, R. C. Conner, Bessie Conner, Lillie Fuente.

The Grounds Wood Working Corporation, St. Petersburg; manufacturing household furniture; 50 shares no par value; directors, Will C. Grounds, Elizabeth Grounds, Ernest A. Spencer.

Webb Farms, Inc., Tampa; farming and stock raising; 120 shares \$50 par value; directors, C. C. Webb, C. M. Webb, Thomas W. Butler.

Lincoln Park Homes, Inc., Panama City; real estate; 75 shares \$100 par value; directors, W. B. Howell, Robert F. Lawrence, Estelle Howell.

Photo Reflex Studios of Florida, Inc., Jacksonville; photographers; 50 shares no par value; directors, Robert B. Wheelan, Dorothy D. Wheelan, Murray Picard.

Biscayne Building, Inc., Miami Beach; real estate; 50 shares no par value; directors, Shephard Brand, Ruth K. Brand, Lillian Schechter.

Florida Livestock Association, Jacksonville; livestock; 100 shares no par value; directors, Hugh Alderman, Grance Stephen, J. Luther Drew.

Phoenix Supply Company, Inc., Coral Gables; manufacturing machinery; 50 shares \$100 par value; directors, Charles E. Conner, Richard K. Johnson, Harold R. Haught.

General Outdoor Amusements, Inc., Miami Beach; 6,300 shares \$10 par value; directors, Charles S. Rose, Elza Rose, Ralph Ammon.

F. J. Q. Inc., St. Petersburg; real

estate; 200 shares \$100 par value; directors, Frank Quigan, Edward Kenny, W. C. Shelton.

Polk Ice Company, Mulberry; manufacturing ice; 50 shares no par value; directors, E. E. Melton, Werner G. Jones, Genevieve J. Melton.

Edwin M. Fry, Miami; real estate; 100 shares no par value; directors, Mrs. E. Irene Fry, Charles H. Marks, Olin W. Harbett.

Miami Family Store, Inc.; shoe manufacturing; 50 shares \$100 par value; directors, Edward Schermer, Marie S. Schermer, Ruth Armstrong.

Florida Trailer & Equipment Co., Jacksonville; automotive parts; 100 shares \$100 par value; directors, Clarence G. Ashley, O. C. Beakes, J. B. Watkins.

County Land Co., Miami; stocks and bonds; 50 shares no par value; directors, Ernest A. Fowler, Laurene T. Fowler, Mary H. Briggs.

Chapman Investment Company, Inc., Orlando; real estate; 100 shares \$50 par value; directors, G. W. Chapman, Ruth S. Chapman, Mildred R. Chapman.

Towner-Picard Associates, Inc., Miami; advertising and publicity; 100 shares no par value; directors, Michael A. Picard, Russell A. Williams, Cecil J. Towner.

Appley-Owens Corporation, St. Petersburg; general brokerage; 2,500 shares \$10 par value; 50 shares no par value; directors, C. A. Owens, J. W. Appley, L. D. Brunnit, J. R. Bussey.

Okeechobee County Rodeo Association, Inc., Okeechobee; real estate; directors, Roscoe Bass, Phil Y. Cason, Oscar Clements, T. W. Conley, Jr., C. E. Drawdy, S. C. Paige, J. O. Pearce, Sr., Leland C. Pearce, M. C. Pitts, S. M. Swain, B. W. Thomas, Frank Williamson.

Royal Importing Company, Miami; importing; 50 shares no par value; directors, Solomin Kouler, Pat Josephson, Herman J. Gross, Claire Gross.

Pacific Discount Corporation, Miami Beach; 50 shares no par value; directors, D. B. McCrimmon, G. H. Shelton, M. Robider.

Seligman & Latz of Jacksonville, Jacksonville; beauty salons; 500 shares no par value; directors, Sidney Seligman, Edwin K. Latz, Israel A. Latz.

Approval has been given by the United States senate judiciary committee for the transfer from southern to northern Florida judicial district the counties of Columbia, Hamilton, Madison and Suwannee. The legislation is desired to lighten the load on the southern district Federal court.

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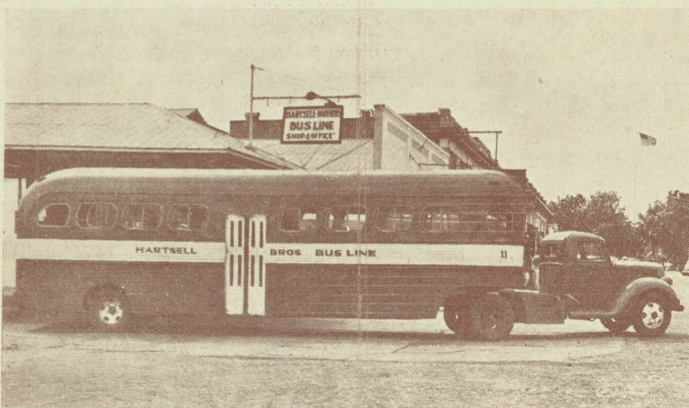
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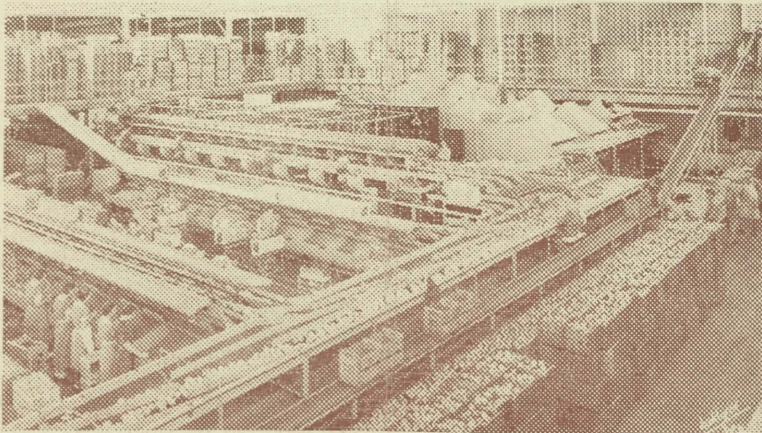
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TallaTopics

By ALLEN MORRIS
Tallahassee Special Correspondent
Author of CRACKER POLITICS

TAXES ARE BEING PAID at a record rate in Florida's counties, State Comptroller J. M. Lee reports.

Collections in 51 of the 67 counties for the first 30 days in which 1943 taxes could be paid totaled \$13,673,399, compared to \$12,443,806 for the month after the 1942 books were opened.

Those figures meant property owners paid 65.77 percent of their taxes almost immediately upon receiving the tax bill. Last year the first 30 days saw the payment of 58.63 percent.

Collier County, always a top-notch collector had raked in 90.60 percent of its 1943 roll, a gain of 5 percent.

Gulf County, however, held the early lead, reporting 93.01 percent collected, against 79.50 percent in the comparable period of last year.

The 13 other counties whose collections in the first month exceeded 75 percent of their roll were:

Martin, 84 percent; Bay, 83.67 (against 76.80); Franklin, 82.63 (against 76); Indian River, 82.53; Hillsborough, 80.19; Orange, 78.80 (against 65.80); Lee, 78.30; Polk, 78; St. Lucie, 77.83; Highlands, 77.15; Flagler, 75.77; Charlotte, 75.62, and Volusia, 75.50.

★ ★ ★

PREMIUMS PAID by the State to itself for the insuring of public properties against fire have, with interest earnings reached \$1,081,400.

This figure is reported by State Treasurer J. Edwin Larson, who manages the fund, which now holds bonds with a par value of \$1,028,400.

Larson said 1943 maturities of \$65,000 had been met in full, attesting to the good condition of the cities and counties whose securities the fire fund held.

The fund earned \$47,050.25 in interest during the last fiscal year, a return of almost 5 percent. Fire losses amounted to \$8,628.

Created in 1917, the fund insures the State at regular rates against losses up to \$50,000 on a single risk. The State also carries excess insurance of \$12,171,475, paying a three-year premium of \$51,728.76 to private companies.

★ ★ ★

UNLIKE THE FEDERAL government, whose land acquisitions have endangered the financial stability of more than one local government, the State pays taxes on a vast amount of its holdings.

County taxes are paid by a number of State institutions, including the Raiford prison, with the Chattahoochee hospital levied upon by Georgia for its land which sprawls over the boundary.

Drainage districts collect around \$125,000 a year from trustees of the internal improvement fund for sovereignty lands within their bounds, with the largest, the Everglades drainage receiving about \$85,000.

★ ★ ★

CANCELLATION OF unexpended refunding bonds for \$840,800, so they may never get into circulation, has been announced by State Treasurer J. Edwin Larson.

Larson negotiated delivery of the securities, issued by 10 counties, by the First National Bank of Chicago upon payment of \$18,398.43 by the State Board of Administration.

Not only did the State gain possession of the bonds but also \$22,505 in coupons of original bonds, \$10,820 of refunding coupons and \$1,230.20 in cash.

The bank had served since 1933 as agent for the exchange of old bonds for new, and the \$840,800 accumulation resulted from failure of owners of original securities to make the trade.

Larson said that so long as the signed but undelivered bonds remained in existence, there was the possibility they might get into circulation.

All of the accounts closed out by Larson during his trip to Chicago with D. Stuart Gillis, attorney for the State Board of Administration had been inactive since Jan. 1, 1942.

There was also a legal question, said Larson, of whether the bonds could have been exchanged after the constitutional amendment, which became effective on that date, transferred management of county road bonds to the State board.

The bank's claim, with the exception of \$25 for coupon services arose entirely from money spent in making interest adjustments when bonds were exchanged. The loose coupons accumulated in the same way.

The bonds had been issued by Citrus, DeSoto, Hardee, Hernando, Highlands, Indian River, Martin, Pasco, St. Lucie and Lake Counties.

★ ★ ★

GOLD WATCHES cost their owners an annual tax of 55 cents in Florida during the 1850s.

Ownership of a silver watch, however, meant payment of a State tax of only 13 3/4 cents.

This is revealed by examination of old tax rolls just turned over to the State Library by the comptroller's office.

"All white males, over 21 and under 50, except idiotic, insane and crippled persons, madmen, and ministers ac-

tually engaged in the ministry," were subject in 1853 to a State tax of 55 cents as were slaves without distinction of age or mental capacity.

"Free men of color," however, had to pay \$3.30.

Land fell into three taxable classes, but no roll examined in a cursory search showed any conceded by its owner to be first-rate and subject to the top tax of 11 mills an acre.

Second-rate land was taxed at eight and a quarter mills an acre, while third-rate acres bore a tax of four and one-eighth mills.

Town lots cost their owners 22 cents on every \$100 of value, including improvements, as did sawmills, carriages, buggies, stage coaches, and wharves.

Merchants were levied upon for 22 cents of every \$100 worth of stock on their shelves on January 1. Money lenders were taxed 22 cents for each \$100 drawing interest for them.

Agents of foreign insurance companies were required to pay two percent of all premiums received during the year, while representatives of out-of-State business houses paid a similar tax on their commissions.

Lawyers and doctors were levied upon for 22 cents of every \$100 of their annual income, as were pilots, public weighers of cotton and public inspectors.

Residents were taxed 25 cents for each head of cattle in excess of 100 and more than a year old, while non-residents paid a flat 50 cents on each animal they possessed.

Santa Rosa County's roll for 1853 showed there were 317 taxable white males, 874 slaves and three freed men. There were 37 gold and 35 silver watches known to the tax assessor. The county's two lawyers were reported as having a total income that year of \$1,500, while its two doctors earned \$1,800.

★ ★ ★

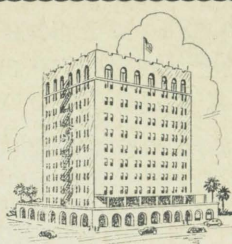
FOUR PHYSICIANS already have been licensed under the State's new emergency regulations for relief of doctor famine in Florida communities.

The State Defense Council recently reported two physicians had received war certificates for practice in Cocoa, others for Boca Grande and Clearwater.

Other applications, said the SDC are being handled as swiftly as possible so additional communities may be relieved of distress resulting from family doctors having been called into military service.

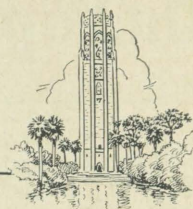
Governor Holland authorized the defense council, in a recent executive order to issue licenses good for a maximum.

(Continued on page 47)



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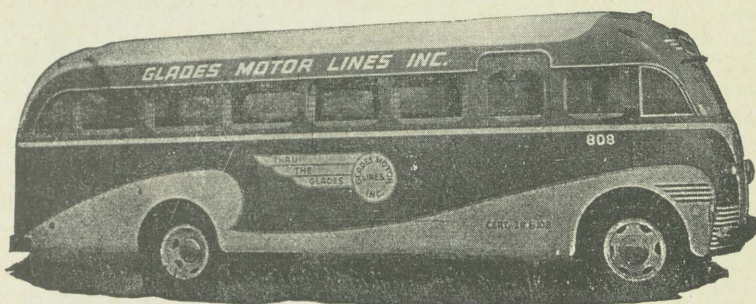
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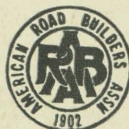
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FLORIDIANS OUT FOR VICTORY . . .

CURTIS I. BROOKER formerly connected with the State Road Department in Tallahassee and one of the many State Road Department employees in the service of their country has been graduated as a second lieutenant in the Army Air Force pilot school at George Field, Lawrenceville, Ill.

★ **Lieut. Ewart T. Sconiers**, one of Florida's early heroes of the American Army Air Force operations in Europe has died in a German prison camp, according to information received by his mother, Mrs. Warren Sconiers, DeFuniak Springs. **Lieut. Sconiers** failed to qualify in training as a pilot and became a bombardier. In August 1943 after his pilot had been killed and his copilot seriously injured in a raid over Germany, **Sconiers** moved their bodies and took over control of the flying fortress bringing it safely back to land in England. He failed to return from a subsequent bombing raid over Germany and was reported missing, later turning up in a German prison camp.

Sconiers attended the University of Florida and worked as a barber in Tallahassee, Pensacola and Gainesville. Shortly before leaving for the war theatre, he married Miss Robelle Wright of Valparaiso, then a student at the Florida State College for Women.

★ **Lieut. Leila Hand**, Tampa, and **Lieut. Edith Vowell**, Palmetto, were with the first contingent of American nurses to go into New Guinea.

★ An Associated Press story recently coming out of the southwest Pacific tells of the heroic action of Floridians under General Douglas MacArthur. These men were awarded more than 110 medals for various heroic actions on land and in the air. Some of the citations given these Floridians follow:

Distinguished Service Cross for extraordinary heroism in action: **Lieut. Ruby E. Johnson**, Pensacola; **Capt. William M. Gay**, Miami; **Tech. Sergt. George H. Bengel**, Lake Worth.

Silver Star for gallantry in action: **Capt. Zina R. Carter**, St. Petersburg; **Sergt. Charles S. Reser**, Miami.

Distinguished Flying Cross: **Lieut. William H. Gill**, Lutz; **Lieut. Edward C. Flood**, Fort Meade; **John M. Dawson**, Coral Gables; **Capt. Bruce A. Gibson**, Tampa; **Lieut. Eugene A. Grover**, Miami; **Sergt. Stanley Poole**, Jacksonville; **Sergt. Arthur L. Scipres, Jr.**, West Palm Beach; **Lieut. Duncan C. Myers**, Bradenton; **Capt. William H. Thompson, Jr.**, Starke; **Lieut. Donald R. Latham**, St. Petersburg; **Sergt. James P. Piatt**, Kissimmee; **Sergt. Henry L. Page, Jr.**, Miami; **Corp. Dell C. Drawdy, Jr.**, Miami.

Capt. William B. Gentry, Miami Beach; **Lieut. Philip N. Cheaney**, Fort Lauderdale; **Lieut. Don C. Thomas**, Hialeah; **Col. Dwight Divine**, Orlando; **Sergt. Ray W. Smeltzer**, Tampa; **Sergt. Jack A. Davis**, Miami; **Lieut. Robert A. McDaris**, Tallahassee; **Capt. William H. Hoover**, Miami; **Lieut. Talmadge E. Walker**, Orlando; **Lieut. Seaborn H. Chiles**, Orlando; **Sergt. Bruce O. Yawn**, Graceville.

Soldier's Medal for Heroism aside from in action: **Corp. Ralph N. Wold**, Winter Haven.

Legion of Merit: **Lieut. Col. Robert J. Knight, Jr.**, Safety Harbor; **Capt. Harry K. Baker**, Gainesville; **Lieut. Col. Ludlow C. Adams**, Jacksonville.

Air Medal for meritorious service: **Lieut. Leroy R. Donnell**, Orlando; **Lieut. Charles B. Hodges**, High Springs; **Lieut. Donald S. Vickers**, Vero Beach; **Sergt. Gettys F. Braswell**, Jasper; **Corp. S. P. Newell**, Eustis; **Lieut. James H. Martin, Jr.**, Clearwater; **Sergt. Edwin P. Stevens**, Daytona Beach; **Lieut. Langdon Higgins**, West Palm Beach; **Lieut. James W. Sweet**, Winter Haven; **Lieut. Eddy G. Hauer, Jr.**, Tampa; **Sergt. William C. Smith**, DeLand; **Sergt. Franklin E. York**, Tampa.

Lieut. John S. Walker, Ocala; **Sergt. James F. Lott**, Fort Pierce; **Lieut. David P. Germain**, Jacksonville; **Lieut. James O. Brewer**, Marianna; **Lieut. Norman L. Reid**, Sarasota; **Sergt. James J. Patrick**, Fort Myers; **Lieut. Haviland V. L. Smith**, Daytona Beach; **Sergt. William C. Smith**, DeLand; **Pfc. Dell C. Drawdy, Jr.**, Miami; **Sergt. George Bass, Jr.**, Winter Garden; **Corp. William B. Whitman**, Miami; **Sergt. Bernard I. French**, Tampa; **Lieut. Robert C. Miller**, St. Petersburg; **Sergt. Joseph D. Amos**, St. Petersburg; **Lieut. Jack C. Thompson**, Fort Pierce; **Sergt. Morris Q. Acuff**, Eustis.

Since the southwest Pacific has been primarily an air war most of the men decorated have been airmen. And among the top airmen is a fighter pilot, **Stanley O. Andrews**, St. Petersburg, who has shot down at least five Japanese planes.

But among those who keep their feet on the ground are Marine and Army troops. Marines **Thomas Martleson**, Fort Myers, and **Max Whittington**, West Palm Beach, were among the first to scale Hill 660 which ended an important phase of the Cape Gloucester, New Britain campaign. With others they fought through the rain and mud against fixed Japanese defenses to capture the strong point.

A Miami youth, **T. H. Dean**, took part in one of the most one-sided sea

and air battles ever fought in this area. A gunner on a patrol torpedo boat, he was on a two-boat patrol which was attacked by 30 Japanese dive bombers and Zeros. The boats shot down four of the planes and came on home.

The Distinguished Service Cross is the highest award General MacArthur can make and it is given sparingly. **Lieut. Johnston** was navigator of a bomber that was attacked by 20 Japanese fighters. It was a fierce battle and in the exchange of firing, five of the crew, including **Johnston** were wounded.

He continued, however, to man his guns until the explosion of a cannon shell in the nose hurled him back on the catwalk. He saw that fire had broken out behind the pilot's seat, got to his feet, tore out the burning oxygen bottles with his hand and put out the fire. Then he returned to the fight in which five Zeros were destroyed and navigated the big four-engine plane home.

Captain Gay won his coveted DSC during a flight to Wewak. Pilot of a Mitchell, twin-engine bomber, he was part of a large formation but adverse weather turned all but three of the planes back. In addition, their fighter escort left to accompany another formation of bombers.

Gay and the other two planes elected to continue, hit the Wewak 'dromes by surprise and destroyed 17 planes on the ground. His little flight battled 10 to 15 Zeros for 37 minutes on the journey home, shot down two of them and came back.

For expert shooting that probably saved his ship and for courage and heroism beyond the call of duty, **Sergt. Bengel** won his DSC at Lae. Bombardier on a Mitchell, his plane was attacked by five Zeros. They made two attempts to attack head-on but **Bengel** drove them off, shooting down one. Later this plane was forced to land in the sea.

Some pilots won their medals in planes which aren't supposed to get into fights. They are the transport pilots who carry supplies and troops into advanced areas, often landing within sight of enemy lines.

★ **Col. C. S. Adams**, Palm Beach, has been appointed head of a petroleum section to act as coordinating agency for the commanding general in the Middle East with various oil organizations of the army.

★ **Col. Earle W. Barnes**, 42, Orlando, has been made a brigadier general of the 13th Army Air Force. Since December Colonel Barnes has commanded the 13th fighter command now blasting Rabaul. He is a graduate of West Point and has a wife and two children who reside in Orlando.

★ **Lieut. Col. Ferrell L. Bowen**, 32, pilot of a B-26 marauder, twice wounded in the north Africa-Sicily campaign is resting in Miami Beach on leave.

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FOURTH ESTATE

(Continued from page 9)

token tax. The reason for this is that "the rich get richer and the poor get children." The State Department of Education tables and charts prove this point beyond question and Governor Holland, who has studied school matters as thoroughly as any man in Florida public life is not basing his stand on anything short of full knowledge of conditions.

There might be a special session, therefore, to ease the school finances of these little counties. It would be necessary to show the governor that the members of the legislature or a majority of them were ready to take care of the starving schools. This has not been done. Appeals for an extra session on school finances have uniformly urged a lateral increase in the teacher-unit allotment. That is not what Governor Holland favors and, our guess is, he will call no special session for that purpose.

There the matter stands. No showing of wide interest in drastic changes in the primary system plus no showing of wide interest in financing the poorer schools, adds up to no special session this year.—Tallahassee Democrat.

Keep The Cigarette Tax

THERE HAS BEEN a lot of talk going on here of late to call a special session of the legislature for the main purpose of repealing the State cigarette tax due to the fact that revenues are piling up in the State's cash box faster than they can be spent. We say keep the cigarette tax.

When the tax law was enacted at the last session of the legislature it was the belief that, due to the war, racing would be discontinued in Florida and the State would lose a large source of revenue. However, such has not been the case. And on top of that, the cigarette tax is bringing in considerable more than was anticipated.

Okeh, we have more money than we know what to do with. If we're going to have a special legislative session, let's devote part of it to allocating all that surplus cash. And we know three places where it is needed badly.

Our old people dependent on the State for their small monthly stipend could be granted an increase, and the Federal government consequently would increase its appropriation for old age assistance a like amount.

We feel sure that cigarette smokers would not object to continuance of the tax, now that they've become accustomed to paying it and those few extra pennies they contribute each month—not a great burden on any one person—can bring so much cheer and joy to so many other persons if it is properly allocated.

Again we say, let's keep the cigarette tax.—Port St. Joe Star.

TALLATOPICS

(Continued from page 43)

imum period of six months after the cessation of hostilities.

Before such temporary licenses could be written certificates of necessity must be obtained from the medical association of the affected county, together with general acceptance of the plan by the State Board of Medical Examiners and the State Board of Health.

★ ★ ★

MORE THAN 3,250 of Florida's men and women in the armed services already have requested war ballots.

This figure was reported by Secretary of State R. A. Gray, who said half of the requests appeared from return addresses to have originated outside the United States.

Judging from postmarks, the secretary of State said he believed every applicant would have an opportunity to get his ballot back to Florida in time for counting in the first primary of May 2.

Under arrangements made by Gray with county authorities, war ballots will be mailed on the morning after the midnight qualifying deadline of March 17 for candidates, allowing a transit period of 44 days.

To supplement the request cards provided in each Army and Navy post by Federal authorities, the secretary of State has had duplicates printed for emergency use.

These postage-free cards read:

"Secretary of State of Florida:

"Being on active duty in the armed forces of the United States and desiring to vote in the coming election, I hereby apply for an official war ballot.

"My home address is _____, in the city, town or village of _____, in the county of _____, in the State of Florida, and my voting precinct to the best of my knowledge is _____.

"I desire that the ballot of the _____ political party be sent to me at the following address _____.

"Signature certified by _____ (to be signed by a commissioned officer."

Some of the request cards being received by Gray from men overseas, particularly at Navy posts, appear to have been prepared on the scene. So long as the wording is followed, these are acceptable.

A single request will bring ballots for the first and second May primaries and the November general election.

A ballot for all State and county offices may be cast by persons who had registered before entering military service, regardless of local laws requiring periodic reregistration.

Those who never have registered or have become of voting age since entering the service may express their preference only for candidates for Federal offices, including the presidency.

AN EFFORT is being made for the first time to find out just what the State's 8,000 to 11,000 employes do.

Dewey B. Hooten, secretary of the State Planning Board said job classification questionnaires were being prepared at the direction of a legislative committee on governmental research.

These questionnaires will help legislators learn the answer to such payroll differences as the \$85 paid a clerk in one State department and the \$325 collected by a clerk in another.

When each job has been labeled properly and the instances cited might wind up as "clerk, fourth grade" and "personnel director"—the legislators believe budget making can be done more intelligently.

A similar survey recently made for the city of Miami by the Public Administration Service of Chicago resulted, through establishment of wage minimums for each classification, in bringing up the pay of many workers.

Drafted by Dr. Roland B. Eutsler of the University of Florida, in collaboration with Hooten's staff, the State questionnaires will go to employers and employes so both sides may be learned.

The job study is but one of 11 phases of the work undertaken by the committee, appointed and financed by Gov. Spessard L. Holland, for report to the 1945 legislature.

This committee represents a merging of efforts by three committees created by the 1943 legislature but left without funds deemed necessary for performance of their assignments.

While helped by Hooten and his staff, the legislators will be responsible for their reports as Governor Holland has said any program of governmental reform "presented by a State agency will be sneezed at and fought hard by people not directly interested but fearful of the extension of State power."

The number of State employes depends upon the season (there are, for instance, a great many temporary workers in the citrus inspection service and the racing commission) and the amount of road construction and maintenance underway.

★ ★ ★

THE FLORIDA supreme court has ruled that the widow is entitled to workmen's compensation benefits for the death of her elderly husband who fainted at work and was fatally injured, on the grounds that wartime industry "requires the services of the aged and infirm."

The court affirmed a Dade County circuit court ruling which found the industrial commission had erred in denying a claim of Mrs. Lena Cline for the death of Walter E. Cline, 67, at the Protectu Awning Shutter Company plant where he was employed as a cabinet maker.

Testimony showed that Cline suffered from a heart ailment and was subject to fainting spells after undue physical exertion. Attorneys contesting the award maintained that he was sick and his death was caused solely by his own ailment, and through no fault of the employer.

The court, in an opinion by Justice Alto Adams, said it was a borderline case, but the only question was whether the fatal injury arose out of Cline's employment by the shutter company.

"Had Cline fallen onto a piece of machinery and sustained the injury an award would hardly be questioned," the court said. The fact that he chanced to fall on the floor and unfortunately lost his life should not preclude an award.

"In this critical wartime period, industry requires the services of the sick and infirm. The compensation law is based primarily on social responsibility of one to another. It surely cannot be said that its benefits should be extended in a less degree to those less fortunate than the average worker."

★ ★ ★

AWARD OF \$4,500 to a 62-year-old woman for injuries and humiliation suffered in an argument with a Miami bus driver after she had offered him a \$5 bill for fare has been upheld by the Florida supreme court.

Justice Glenn Terrell who wrote the court's opinion said that "in the diggings where this court was nourished and cultivated, for a man to assault a woman" as testimony showed the bus driver did Mrs. Martha Albert, "would have been tantamount to rape of the social mores and would have provoked a race between the law and other agencies to mete out punishment."

The record showed, the court said, that Mrs. Albert, a laundry employe boarded the bus on her way to work at 6 a. m., handed the driver a five dollar bill and requested a dollar's worth of tokens. He told her "very rudely" that he had no change and she finally found the exact fare in her handbag.

After she took her seat, the two argued until he ordered her off the bus. As she stepped out he slapped her face, broke her glasses, cut her nose and gave her a general "mussing up." Several men passengers intervened and she got back on the bus.

Two blocks farther, the bus and an automobile collided. She was thrown from her seat and bruised.

"For all the record discloses, the bus driver provoked the row," Justice Terrell said.

"True she did not always lack for a retort but she was devoid of slacks, a cigarette, a chew of tobacco, a line of profanity, or any other embellishment calculated to agitate the ire of a driver whose traveling etiquette was cut from twentieth century patterns."

The jury awarded Mrs. Albert \$4,500 from the Miami Transit Company, operator of the bus.

★ ★ ★

STATE REP. BOURKE FLOYD of Apalachicola, has joined State Treasurer J. Edwin Larson on the warpath against Uncle Sam's refusal to allow deduction of the State's gasoline tax from income tax.

The Federal law, says Floyd provides that State sales taxes, if actually paid by the consumer and separately stated at the time of purchase are deductible.

"Both of those conditions are met in Florida," said the legislator, "and I can see no legal grounds for the government's new position."

The small taxpayer, the man with only an "A" book, will be the one to shoulder this additional burden, declared Floyd.

"A man using his car to carry on his business can deduct the entire cost of the gasoline, including his tax," he pointed out. "The man with only an 'A' book cannot usually do this on the 125 to 150 gallons he bought in 1943.

"The average amount being so small—around \$2—the individual taxpayer will just go ahead and pay rather than argue, but this certainly does not justify the raid on Florida pocket-books."

★ ★ ★

WAR IS TEACHING school authorities about education.

In a bulletin recently made public, the State Department of Education said:

"So great has been the impact of war and so varied are the types of educational activity carried on by agencies other than the formal secondary school, it may well be that as a result our whole notion of what constitutes an education may have to be modified considerably."

In order to deal with the problem of credits and diplomas for soldiers, the department said principals will need to study the nature of experiences which youth is having in the armed forces.

"It is to be hoped," observed the department "that school men generally will demand evidence of real accomplishment and that at the same time they will be willing to extend their concept of education so as to give proper credit for work done."

Do the travels of a soldier, plus his training to become a warrior, increase his knowledge?

The State thinks so, and has authorized principals to award two credits toward graduation for a year spent in military service.

★ ★ ★

THE STATE is helping adults get high school diplomas. Because of increasing demand for diplomas to ob-

tain economic and social advancement, the State Department of Education has outlined new regulations which recognize practical knowledge along with book learning.

Diplomas henceforth may be awarded adults by certain high schools designated by the State after conferences with local authorities, which will be prepared to test the ability of applicants.

Evening classes, telescoping classroom hours, will be the answer in some instances. Comprehensive examinations to explore functioning knowledge may serve for others.

Evidence of self-improvement thru defense training classes and in other ways than formal schooling will be weighed.

To further facilitate the giving of diplomas upon showing of real accomplishment, the State has authorized the waiving of usual makeup of credits for graduation.

The candidate for a diploma must, however, possess at least eight units from academic subject fields, including some credit in English, science, mathematics, American history and government.

★ ★ ★

SIZE OF FLORIDA'S ballots may be reduced materially this year, saving the public's time and money.

Secretary of State R. A. Gray says hobbles imposed by the State Democratic committee should prove "pretty effective" in halting wholesale candidacies for convention delegates and presidential elector.

The committee decreed that candidates for delegate must pay a qualifying fee of \$50, while eight "outstanding citizens" are to be invited to serve as electors.

In 1940, when simple application served to get names on the ballot 95 persons aspired to the 18 places of Democratic delegate and 12 vied for four electorships. Florida elects eight electors.

This resulted then in considerable confusion for voters, often causing them to overlook important offices at contest and additional public expense for printing and tabulating.

While electors performed discretionary duties in the early years of this country, they can at present but certify the returns prepared by the secretary of State.

The electors do not even go to Washington anymore but receive only a day's pay of \$3 and a trip to Tallahassee.

★ ★ ★

AT STAKE in the May primaries and November general election this year are 21 of the 38 senate seats and all of the 95 house places.

In the senate, death has removed President Philip D. Beall of Pensacola, and Senator J. Slater Smith of Green Cove Springs. Senator R. Stanley

Adams of Jasper, died just before the 1943 session, and J. G. Black, also of Jasper, was chosen at a special election for the seat.

Running for governor, with a resultant surrender of their senatorial seats, are Ernest R. Graham of Miami, J. Edwin Baker of Umatilla, Frank D. Upchurch of St. Augustine, and Raymond Sheldon of Tampa.

The rotating system practiced in some districts of more than one county will remove Senators T. S. Maddox of Milton, Jay A. Shuler of Apalachicola, J. Frank Adams of Blountstown, Dewey M. Johnson of Brooksville, and Hal Y. Maines of Lake Butler.

Senator S. A. Hinely of Live Oak, has announced his retirement. Senator W. H. Brewton of Dade City, resigned at the close of the 1943 session to accept appointment as an assistant State attorney.

Senator A. P. Drummond of Bonifay, held his seat in the 1943 senate despite his absence for military service but will not seek reelection, although Holmes County earned a double term when D. Stuart Gillis of DeFuniak Springs, in Walton County served eight years.

Senator James A. Franklin of Fort Myers, recently donned the uniform of an AMG major but hopes to get back in time to serve when the 1945 legislature meets.

CAPITAL CHATTER

(Continued from page 39)

by distribution of \$1,262,000 to the counties. The State had been two months behind last fall.

■ J. R. Kelly, Starke, has been appointed Bradford County supervisor of education to succeed James F. Hollingsworth, resigned.

■ R. L. Robinson, Fort White, has been granted military leave of absence as a member of the Barbers' Sanitary Commission.

■ J. Ed Larson, State treasurer who also is State Insurance Commissioner has approved a simplified fire insurance policy which will enable companies to provide fire and windstorm protection in one policy. Three policies have been required in the past.

■ Major General Frederick E. Uhl, commander of the Fourth Service area recently made an official visit to Governor Holland after an inspection tour of Camp Gordon Johnston.

■ Assessment against employers on workmen's compensation insurance premiums has been reduced from 2.7 percent to 2.5 percent, according to announcement of Chairman Boyce A. Williams of the Florida Industrial Commission. The reduction will result in a saving of about \$17,000 a year to Florida employers subject to the compensation law.

■ The office of civilian defense of the United States Public Health Service recently designated the Florida farm

migratory labor hospital at Belle Glade and the Morrell Memorial hospital, Lakeland, as emergency base hospitals.

■ Otis G. Nation, Orlando, who was convicted in Orange County for recruiting labor for work in a New Jersey canning plant has been denied a State license to act as business agent of a CIO union in Florida.

■ The State cabinet has reaffirmed its policy that employes of State institutions who are candidates for county, State or legislative offices must resign from their State position. The ruling applies to all personnel of institutions under the cabinet's jurisdiction.

■ Commissioner of Agriculture Nathan Mayo recently announced that the State of Florida has begun producing

granulated cane sugar for use in State institutions. The sugar is made at the State prison camp at Belle Glade. The product will be used only in State institutions as there is a State law prohibiting sale of prison-made products to the public. It is estimated that 1,000 tons of sugar will come from the 200 acres of cane planted on the prison farm.

■ Chief Engineer J. H. Dowling recently announced that several women have been added to surveying crews of the State Road Department. They are used as rodmen and the salary ranges from \$75 to \$90 a month.

■ A stabilization fund to help counties now unable to pay for adequate schooling will be Gov. Spessard L.

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Holland's goal should he call a special session of the legislature.

This was indicated by a letter in which the governor said a blanket increase in State aid was not the proper way to meet the situation.

Governor Holland told the 1943 legislature that rights of children to a reasonable education could be protected through a pool to be used by counties unable otherwise to attain minimum standards.

In his message to the legislators the governor described the problem thus:

"There are a small number of counties which will be unable to maintain schools on a reasonable level with the State help of \$800 a teacher unit and their own funds after levying the full 10 mills, on account of their poverty, their loss of taxes from the great tracts of their land bought by the Federal government, or their excessive debts incurred in the past."

Such a fund, said the governor, need be allowed but three or four percent of the money spent by the State for schools "and I am sure the people of the populous and more prosperous areas of the State will always approve such a measure for such a purpose."

A study by the State Department of Education disclosed the great disparity in the income produced for schools by millage, constitutionally restricted to a total of 20 mills for county and school district.

The income per pupil from each mill of local tax levied, the department found, ranged from 49 cents in Holmes County and 57 cents in Washington to \$11.32 in Dade and \$14.89 in Collier.

From this study the department concluded that it was obvious that some counties never could levy sufficient millage to produce salaries comparable to those made possible by a reasonable tax in others.

The 1943 legislature, however, increased the teacher unit, a State grant based on average daily attendance, from \$800 to \$950 without providing for additional revenue. The governor vetoed this act.

The governor has said he would be happy to join school leaders, legislators and others in discussing a program for a special session when "an actual, substantial surplus" developed in the general fund.

PEOPLE

(Continued from page 37)

PRINCESS JULIANA of the Netherlands recently was greeted by a military escort on her arrival in Miami.

LOUIE W. STRUM, Federal judge of the southern district of Florida has been named on a committee to recom-

mend changes in the preliminary draft of a proposed new Federal code of criminal procedure. The committee will make its report in New Orleans May 26.

T. G. LEE, Orlando, president of the Florida State Dairymen's Association recently stated that despite feed shortages and rising production costs Florida civilians and armed forces will be amply supplied with milk.

ERL ROMAN, outdoor editor of the Miami Herald has been awarded the Baxter award presented annually by the Outdoor Writers of America for contributing most to conservation. Roman led a movement for restocking southern Florida canals with game fish.

J. S. CALHOUN has been elected vice president of Eppinger & Russell, Jacksonville wood preserving plant, after having served that company for 24 years, starting in as office manager.

I. BEVERLY NALLE has been re-

appointed representative to the National Association of Real Estate Boards committee on real estate taxation by the Jacksonville Realtors Board.

BISHOP JOSEPH P. HURLEY, St. Augustine, has been selected to direct the first national conference of the family life bureau. The immediate purpose of the conference is to create a deeper interest in the grave problems concerning family life.

JOSEPH E. DAVIES, former United States ambassador and author of "Mission to Moscow" recently stated at Winter Park that the Soviet Union is as vital to post-war peace as it is to the winning of the war.

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L.L.D., dean emeritus of the John B. Stetson University recently celebrated his 80th birthday.

GEORGE BAXTER, former Associated Press Bureau manager in Hongkong died in Orlando as a result of illness incurred while a prisoner of the Japanese.

PEYTON TOOKE ANDERSON, 70, widely known Macon, Georgia, newspaper executive and a lifelong friend of Florida development died in his Macon home. He was a frequent visitor to Florida and columns of his newspaper were always open to Florida promotional problems.

HERBERT THADDEUS DAVIS, 68, head of the largest single industrial concern in Desoto County died in Arcadia. He was manager of the Nocatee crate mill.

JOHN M. GILLESPIE, 82, veteran real estate broker of Lake County died in his home in Eustis.

W. B. TRACY, district passenger agent of the Florida Motor Lines and past president of the St. Augustine Kiwanis Club died in the Ancient City after an extended illness.

MRS. ANNA BELLE N. LUCIOUS, 83, pioneer resident died in her Leesburg home after a long illness.

FRANK CLAYTON GROOVER, 83, for more than half a century Jacksonville civic leader, founder of the Groover-Stewart Drug Company, later taken over by McKesson & Robbins died in his Jacksonville home. He had for many years been a director of the Barnett National Bank and was the first president of the Jacksonville Community Chest.

CHARLES HOWARD ROWTON, 53, department adjutant of the American Legion for the State of Florida for the past 20 years died in Palatka. He was the third oldest American Legion adjutant in point of service in the United States.

ELI P. BRANNAN, 88, pioneer of DeSoto County died in Arcadia. He was a citrus grower and had lived in the same house for 60 years.

WILLIAM F. GLYNN, 82, who started in Florida with the purchase of a small grove in 1882 and built up to the operation of a private packing house died in Crescent City. He was a county commissioner and a member of the 1927 and 1929 sessions of the Florida senate and a member of the Florida Citrus Commission.

MAJOR GENERAL FRANK McINTYRE, 78, assistant chief of staff during the first World War and West Point classmate of General John J. Pershing died in a Miami Beach hospital. He retired from the army in 1929.

WILLIAM WARD CHASE, 67, past grand commander of the Knights Templar of Florida and a former sheriff of Polk County died in Lakeland.

KATE WILLIAMS, 117, known as "Aunt Kate" and Marion County's oldest resident died in Ocala. Until seven years ago she frequently walked to Ocala from her country home, a distance of 19 miles.

FREDERICK VAN ROY, 69, who once campaigned for governor under the name "Tall Pine from Citrus County" died in Crystal River. He was a representative from Citrus County in the 1923 legislature.

MRS. MARY T. BURGOYNE, 81, who went into seclusion in her castle-like home in 1916 died in Daytona Beach. She was the widow of a wealthy printing company owner in the latter part of the nineteenth century and remained a recluse until 1941 when her block-square home was demolished for business buildings.

DR. LESTER BURRELL SHIPPEE, retired professor of the University of Minnesota, past president of the Mississippi Valley Historical Association and winter resident of Delray Beach died in Miami.

EDWARD M. MILLER, former postmaster of St. Lucie and commander of the Ft. Pierce American Legion died in Miami.

BALTON A. CASSADY, 71, sheriff of Lake County died in a Jacksonville hospital. He had served as sheriff of Lake County for 20 years.

MAJOR WILLIAM HALE, 73, retired Salvation Army officer and Salvation Army executive in France during World War I died in West Palm Beach.

MRS. GEORGE A. DECOTTES, wife of George A. Decottes assistant State attorney of the ninth judicial circuit died in Sanford after a brief illness.

CHARLES E. BEDAUX, French-born naturalized citizen who was un-

der military arrest on a charge of trading with the enemy died in Miami after taking an overdose of hoarded sleeping tablets. He was arrested in North Africa after the the American invasion and was being held by immigration authorities.

MISS AMELIA KEMP, oldest resident died in Key West on her 92d birthday. She boasted that during her lifetime she had never had a cross word with her younger sister, 90, with whom she lived.

ROBERT RAYMOND SMALLWOOD, 72, early settler died in Daytona Beach. He was a native of Columbia County.

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JAMES W. GEARY, 88, retired Pennsylvania railroad engineer who rode President Theodore Roosevelt and President William Howard Taft in his cab died in his home in Sebring. Geary also said that he had ridden Jesse James and Billy Sunday in his locomotive.

EDWARDS GORHAM WILKINSON, 77, who named the Tamiami Trail which he was instrumental in developing died in a Bradenton hospital. He was a resident of Naples and a collector of rare books on Florida history. He recently donated his library to Miami University.

WILLIAM SYDNEY PEARCE, 78, pioneer Florida cattleman died in Sebring. He was born at Fort Meade and was known throughout southern Florida as "Uncle Sid."

REV. A. M. HUGHLETT, 81, retired Methodist minister and former pastor of several large Florida churches died in Clearwater.

PROFESSOR DOUGLAS W. JOHNSON, 65, head of the department of geology at Columbia University and one of the world's leading scientists died in Sebring. He was author of more than 200 books and papers on geology.

JOHN H. SWISHER, prominent Jacksonville cigar manufacturer and pioneer in machine-made cigars in Florida died in Jacksonville. Brought up by a merchant-father cigars were a side-line with him until he evolved methods of manufacture by machine.

DEVELOPMENT OF PRIVATE ENTERPRISE

(Continued from page 34)

developing. Capital was being accumulated. Trade, domestic as well as foreign, was becoming more and more important. The way was being opened rapidly to economic opportunities of broader scope.

In the middle of these readjustments, Adam Smith wrote his *Wealth of Nations*. The book appeared in 1776—the same year as that of the Declaration of American Independence. It expressed fully, for the first time in economic history, the principles and problems of the private enterprise system. Smith argued for the establishment of "the obvious and simple system of natural liberty." Under this system "every man, as long as he does not violate the laws of justice, is left perfectly free to pursue his own interest his own way, and to bring both his industry and capital into competition with those of any other man, or order of men." Government is "completely discharged" from superintending and directing "the industry of private people." It has "only three duties" to perform: first, protection of the people from the violence and invasion of other peoples; second administration of justice; and, third, the erection and maintenance of "certain public works

and certain public institutions, which it can never be for the interest of any individual, or small number of individuals, to erect and maintain," because little or no money can be made therefrom. Beyond these duties, Smith contended, government should never go. Everything else should be left to the economy of private enterprise.

When the founding fathers of this country settled upon the Atlantic seaboard and set out to conquer a virgin continent, they readily accepted this system of natural liberty. As they cut, slashed, burned, dug, fenced and plowed their way into the interior; as they crossed the Appalachian Mountains and spilled over into the Mississippi Valley; as they spread out over the Western plains; as they poured through the Rockies and rushed to the edges of the Pacific, they perfected that system. They expanded their concepts of freedom, their ideas of free competition and their notions of the laws of supply and demand. Whether they tilled the soil or cut the forests, whether they constructed railways or built manufacturing plants, whether they engaged in finance or became merchants, they accepted and made full use of the economy of private enterprise.

II

But the economy of private enterprise to which they subscribed was not unalterable; it did not remain intact; it changed—changed greatly with the passing of the years. To begin with, it changed as a result of the disappearance of the frontier. The exhaustion of free lands reversed the processes of the American economic system. The West, for more than a century gave the East an outlet for its economic drive; it offered everyone a

chance to secure land, to achieve independence, to accumulate wealth, to become somebody; it presented to all equality of economic opportunity. When people in the older settled communities grew restive or became dissatisfied with their lots, they could always move on, always go West, always get away from it all, always try their luck in other territories. But when the free lands were all taken up and the best of available natural re-

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sources were exploited, that way of escape was closed. The freedom of the frontier ceased to hold undisputed sway. The private enterpriser was no longer permitted to act solely on the basis of his own self-interest, to be completely free to do what he wanted to do, to walk by himself as Kipling's cat walked by himself. Private business entered an era of restraint, of restriction, of regulation.

Even while the Western States were filling up with homesteaders, corporations and large-scale business units began to appear. As early as the seventies and eighties, these organizations were recognized and there was a revolt of Western and Southern farmers against their activities. This revolt resulted first in the enactment of the Granger Laws and later in the passage of the Interstate Commerce Act of 1887 and the Sherman Anti-Trust Act of 1890—acts designed on the one hand to regulate railway rates and on the other to eliminate restraint of trade and control monopoly. The changes that were in progress reached a climax in the campaign of 1896—a campaign which indicated the passing of extreme economic freedom. Bryan in that campaign spoke for the West and South and McKinley spoke for the North. The North won. The election of 1896 marked the end not only of frontier policies, but also of the uncontrolled adolescence of American industry.

But the restraining effects of government regulation which had been inaugurated were reduced to a minimum by the Spanish-American War and by the operation of other forces. Due to wartime demands for factory products and later to the coming of large-scale industry and increased needs for labor, the Nation embarked upon a wave of unusual prosperity. The servicing of motor cars and other machines as well as the development of certain other industries kept poverty away, opened new occupations and took care of continuous increases in population. While the Federal Reserve Act was passed in 1913, the Clayton Act and the Federal Trade Commission Act in 1914 and the National Warehousing Act in 1916, and while each of these acts were regulative in nature, private enterprise continued to thrive.

Then came the first World War with emergency controls and the demand for commodities abroad both during and after the war. The increased output which was stimulated thereby found a ready sale either to foreign countries on American public credit or to consumers at home on installment or private credit. And, even though

the Packers and Stockyards Acts of 1921 and the Grain Futures Act of 1922 placed further restrictions on business, the national economic machine continued, except for one or two short intervals, to operate at an accelerated speed. But depression descended in 1929 and things slowed up. The crisis in private enterprise finally appeared in full force in 1932.

III

Critics of private enterprise—a veritable anvil chorus of critics—sprang up in the midst of this crisis. While, of course, business men defended their position, publicists of many kinds boldly declared that private enterprise had outlived its usefulness, that it was no longer adapted to our complex ways of living, and that, since it did not

and could not regulate the "Pike Peaks of Prosperity" and the "Death Valleys of Depression," it would eventually disappear. Economist Stuart Chase argued that "the economy of scarcity" based on vendibility must be replaced by "the economy of abundance" based on serviceability. Philosopher H. A. Overstreet contended that "we move in new directions"—from the old motive of profit-making to a new motive "of fulfilling human life." Socialist

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Norman Thomas informed one and all that "the road before us" was the road, not of private capitalism but of socialism. Others—authors as well as statesmen—advocated other alternatives to profit-making. As a result of these cross-currents of criticism and of the situation in which the Nation found itself, the New Deal, proposed by Franklin D. Roosevelt and approved apparently by the people at the polls, emerged, and the economy of private enterprise underwent a series of changes undreamed of in earlier years.

The New Deal, which writers labelled the three R's of the Roosevelt program, consisted of relief, recovery and reform. Relief was provided through the expansion of the activities of the Reconstruction Finance Corporation, through the organization of the Federal Emergency Relief Administration and through the passage of the Industrial Loans Act of 1934. Recovery—between 1933 and 1938—was stimulated through the Emergency Banking and Gold Control Act; through the Banking Act; through the organization of the Federal Deposits Insurance Corporation; through the Farm Credit Act; the Farm Mortgage Act and the Home Loan Act; through the Railroad Adjustment Act; through the establishment of the Export-Import Bank; through the negotiation of reciprocal trade agreements; and through the adoption of pump-priming and other measures such as the Public Works Administration and later of Works Progress Administration, the Federal Housing Administration, the Tennessee Valley Authority and the Civilian Conservation Corps. All of these measures were designed either directly or indirectly to restore confidence, to eliminate economic stagnation, to start the wheels of production turning and to expand markets both domestic and foreign.

After some degree of recovery had been realized, attention was centered on consolidating the gains that had been made and on putting through fundamentally corrective reforms. This aspect of the New Deal developed more heat and aroused more violent differences of opinion than any other. The measures which looked toward this end and which were quickly adopted were of several kinds. Those of primary importance were the banking acts of 1933 and 1935; the Federal Securities Act, the Securities and Exchange Act and the Federal Communications Act of 1934; the Social Security Act, the Public Utility Holding Act, the National Labor Relations Act, and the Motor Carriers Act of 1935; the Bituminous Coal Acts of 1935 and 1936; the Commodities Exchange Act and the Chain Store Act of 1936; and the Unfair Advertising Act and the Wages and Hours Act of 1938.

This series of acts marked a definite turning point in government regulation of private business. What hap-

pened was radical, but it was not radical because so many new and unprecedented things were done. Few of the actions taken were sharp departures from earlier policies and practices. It was not radical, as some individuals hastily assumed, because it was "a planned prelude to socialism." Many socialists as well as many reactionaries of high rank equally denounced the moves that were made. Its real radicalism lay in its activating concepts, in the scale on which it did things; in its drive toward the expansion of government authority; in the triumph of the theory that it is the duty of government to play a dynamic part in, to initiate and make plans for, and to direct and control the entire social and economic system.

But increased public control of private enterprise which was established by the New Deal was not absolute. Neither was it altogether disruptive in its influence. It did not lead to complete economic strangulation. Private business within certain limits was still free—free to do many things. Anyone could still freely enter or leave any field of economic activity, except of course public utilities or undertakings

where licenses were required under police regulations. Private business, to paraphrase Chester C. Maxey, was tied—tied by the New Deal, but it was not tied hand and foot. It was tethered. It could go as far as the tether would allow it to go. The open range of business, however, was closed—closed,

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even many non-New Dealers were inclined to feel, forever. While the drive for private gain would continue, individual profit-seekers would no longer be allowed to roam at will, to ignore the common welfare or to enrich themselves at the expense of the general public.

IV

When the Japs dropped their bombs on Pearl Harbor and as a consequence the United States entered the second World War, the measures which had been placed upon the statute books by the New Deal were still in force and were being woven into the fabric of government regulation of business. But the situation changed immediately. While New Deal laws were neither repealed nor held in abeyance, other laws to handle the emergencies of war and to provide for the mobilization of the resources of the Nation were passed and the whole economic system underwent a complete transformation. Alphabetical agencies with power to act were multiplied with rapidity. The system of private enterprise ceased to exist almost altogether. Buyers and sellers, producers and consumers, enterprisers and nonenterprisers began to function on the basis, not of freedom of choice, but of directive orders issued either by the President or by agencies authorized under the emergency powers which were extended to the President.

In the midst of war, regimentation is required. Patriotism rather than profit rules. Any restraint needed to achieve victory is justified. Neither individual citizens nor individual business units can be permitted to follow their natural bents or to do what their own interests dictate. Total war demands united action. Liberties to which the people are accustomed have to be curtailed. Democracy unrestrained has to be suspended. While popular government which rests upon the consent of the governed works well in peace, and while its benefits in peacetime outweigh its delays, its mistakes and its costliness, circumstances are entirely different when war arises. Time is preeminent. Speed is necessary. Democracy cannot compete with or win over dictatorships if it is compelled to follow its ordinary procedure. Hence, freedom must be surrendered temporarily in order that the principles of democracy may be preserved permanently.

V

While the economy of private enterprise is a product of the past, while it has been changed from what it once was by many forces and while it has been permitted to function in a very limited way only in the midst of war, it has survived—vigorously survived. When the war is over it will be ready to start again—to start with renewed strength, but it will not start on the same basis as that on which it oper-

ated in the past. Indeed, it will never return to the position which it occupied a century and a half ago. Neither will it return to the position which it occupied even a decade and a half ago. The golden days of laissez-faire are gone—gone for good. No one seriously expects them to return. While private business after the war will make use of the past, it will not repeat the past. It will take the experiences through which it has gone and translate them, if it is provided with the

proper setting, into actions which will be adjusted to meet the demands of the future.

To function effectively, private enterprise does not require absolute freedom. Even under Adam Smith's

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system of natural liberty, government had its irreducible minimum of duties. Through the years these duties have multiplied. Government must always provide the legal framework within which business units work. There are other functions also which it must perform, since business men cannot perform them for themselves and secure a profit therefrom, and since their performance is indispensable to the operation of the economy of the Nation.

To illustrate this principle, light-houses are essential to private ship owners, but they cannot afford individually to operate them. To collect tolls from ships that pass in the night would involve expenses which no one ship owner by himself could meet. Government, therefore, is required to act for all ship owners, whether the service is paid for by individual users or not. The same is true of public schools, of public health agencies, of garbage disposal, of streets and highways, of the postal system, of recording deeds, of settling estates, and of other kinds of projects.

Moreover, many other undertakings in this country have by their very nature been brought under government control. Certain kinds of monopolies have long been recognized as so clothed with the public interest as to warrant either the complete regulation of their activities or their outright ownership and management. Included in these are railroads, electric light plants, waterworks, and other utilities. Where the character of the establishments is such as to be of vital concern to the public and where adequate control of private plants would be difficult to attain, government has stepped in and operated the industries directly. While the dividing line between public and private economic interests is not always easy to determine, the government in general is called upon to act and either to regulate or to own and operate particular industries when the many cannot protect themselves from the few, or when the operation of these industries is necessary to promote the common welfare.

Originally the theory of government responsibility with respect to private enterprise started with a presumption against government interference. It held that "the interests of the people will be best served when each is left free to serve his own interests as he sees fit." But, as a result of economic change, that theory has been discarded. Another theory has taken its place. This theory starts with the presumption in favor of government interference. It holds that "when each is left free to serve his own interest as he sees fit, the people will suffer from evils" of great magnitude — unfair methods of competition, conspiracies in restraint of trade, monopolies, dangerous and unhealthy labor conditions in factories, excessive hours of labor, sub-standard wages, financial manipulation,

adulteration of food products, wasteful duplication of plants, inequality of wealth and other undesirable conditions — and that "these evils may be and ought to be prevented and corrected by government action." It is upon this theory or a modification thereof that all regulation of private business has been based from the Interstate Commerce Act of 1887 to the Wages and Hours Act of 1938.

VI

Unless the system of private enterprise is given room in which to operate and to expand its activities after the war, it may be supplanted by other systems—systems which are alien to America. These systems which are political as well as economic in character are of three kinds: first, state socialism; second, communism; and third, totalitarianism. State socialism demands state ownership and operation of all the means of producing and distributing economic goods. It may permit considerable individual freedom and even may allow private property in consumption goods or goods held for use by the owner himself. It would be inaugurated, its advocates claim, not by revolution, but by evolution or

by a process of gradual adoption through the regular legislative channels of government. The government would do everything that is now done by private enterprise. Profit would cease to exist. Everyone would be a government employee. The entire economic system would become a huge state-owned enterprise.

Communism, which was tried and

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found wanting in the early period of the Bolshevik regime in Russia and which has in later years in Russia become state socialism under a dictatorship, is complete collectivism. Under it individual freedom in economic affairs would entirely disappear. No private property of any kind would exist. Each would be expected to produce according to his ability and to consume or to receive according to his needs. The right to use goods would be a right equally enjoyed by all. Some communists take the position that collectivism would be applied in other realms. The family and the individual home would disappear. The people would dwell in public barracks. Children would be reared in public nurseries. Food would be served in public eating places. Above everything and permeating everything would be the state or government. Unlike state socialism, communism is based upon direct action and would be inaugurated by revolution rather than evolution.

Totalitarianism came into existence with the rise of the Fascist state in Italy and the Nazi state in Germany. It is an old concept. It was familiar to Plato and Aristotle, and from time to time received wide acceptance. Under totalitarianism the individual, apart from society, has no meaning; he is not a human being at all. He has no rights or will of his own, or against society. The state which is society in action is supreme. It does not exist for individuals; individuals exist for the state. It is a corporate being thru which the total will of society is expressed. The head of the state—Der Fuehrer on the one hand and Il Duce on the other—has absolute authority both legally and ethically. His policies are not his own; they are state policies—policies of the state, by the state and for the state.

VII

If the economy of private enterprise after the war is to eliminate the possible adoption of one of these systems, and if it is "to do everything within its power to produce and distribute better goods in greater quantities at lower prices to more people," as pledged by the National Association of Manufacturers at its annual meeting in New York in December, a program of positive action is imperative. Of what should this program consist? What points should it contain? If the writer may be permitted to present the results of his own thinking, he would like to suggest ten points as a minimum and he would like to urge that a beginning be made at once to put into effect all or as many as possible of these points:

1. Reconversion of industrial units to peacetime production. This will be difficult. Much plant and equipment will have to be scrapped. While many war enterprises will be able to transfer to the manufacture of civilian

goods, many others will have to close down and quit altogether. But if private enterprise is to survive, it must be ready to supply post-war jobs to all who want them. Otherwise, the vicious cycle of charity, doles and made work will reappear.

2. Recognition of new processes and products. America has not reached the end of its growth. Capitalism may be mature, but its tasks are not ended. The age of conquest is not over. Man has not done everything that is to be done. While the future is uncertain, it will present us with more challenging opportunities than either the present or the past. The quest for a better order of things has only begun.

3. Revitalization of small and medium-size enterprises. Big business which is getting bigger all the time has its place. It has achieved competitive advantage. It can provide for itself. It needs little protection. But small business occupies a different position. It has increasingly found the going rough. It is entitled to better treatment than

it has received in the recent past. It needs opportunity to reassert itself, to secure capital, to play again its part. Except for the few at the top, big establishments offer men dependence—a chance to become wage earners and salaried workers. Small and medium-

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size establishments offer men independence—a chance to become owners and proprietors.

4. Revision of regulatory legislation. The laws which have been enacted in the past are not likely to be repealed. Business will not be allowed to return to laissez-faire. But many of the enactments placed on the statute books were placed there hurriedly. They were not perfect. They require, as a result of experience with their workings, careful scrutiny, revamping, overhauling. Society must retain the benefits of private enterprise, but get rid of its detriments, its wastes, its weaknesses.

5. Readjustment in taxation. The power to tax, as a distinguished judge remarked a long time ago, is the power to destroy. Business is willing to bear its just share of the tax burden. It desires no escape therefrom. What it demands is equity, a chance to accumulate reserves for expansion, an opportunity to demonstrate its social usefulness. If it is to do so, the present tax system must be carefully adjusted.

6. Resurrection of risk-taking. Herbert Hoover has pointed out that there is a "fifth freedom—economic freedom, without which no other freedom can exist." Economic security has its merits, but it must not become a fetish, a force which stops progress, a philosophy which makes people stand still. Most things that are worthwhile necessitate effort, display of courage, taking of risk. This notion explains much of America's past. If it is replaced by the idea of playing safe, we will lose something of tremendous value.

7. Reorganization of regulatory commissions. Government administrative agencies are essential. They make mistakes but they are not all bad. The chief trouble is that there are too many and that their directive orders have the binding effect of law. We need a return to the Constitution, but we cannot regulate business by constitutional amendments or by statutes setting forth in detail everything that is to be done. Consolidation of agencies, reform in arriving at orders issued by them and high-grade men to head them would go far toward solving most of the pressing problems which have been encountered.

8. Restoration of competition. Monopoly, whether national or international, cannot be allowed to go its own way. Control is essential. Competition is the life not only of trade but also of production. It weeds out the unfit. It stimulates and brings out the best in men as well as in corporations which are run by men. Where the economies of monopoly are evident and are greater than those of competition, monopoly should be recognized but should be made subject to thorough regulation.

9. Reduction of government industry. Both prior to and during the war, government corporations multiplied. In many cases they competed with pri-

vate enterprises. Government ownership and operation have always been recognized in fields where private enterprises cannot afford to go because there is no profit, but where the goods or services may still be needful to society. There government industry legitimately belongs. Anywhere else it becomes an intruder.

10. Resumption of foreign trade. While foreign trade before the war was small relative to domestic, it was important. Except under lend-lease, exports as well as imports, have been greatly curtailed. After the war the situation will be different. Foreign trade will return on a greatly expanded scale. This will be particularly true if a world organization, which seems almost certain, becomes a reality. This means that private business either by itself or in cooperation with the government will have problems to solve undreamed of in the past.

In post-war America an ever-increasing number of liberals will be required. Liberals occupy a position midway between conservatives on the right and radicals on the left. Conservatives, on the one hand, believe in things as they are or as they have been; they resist change; they oppose progress; they are content with the past and desire to see the past continued unchanged. Radicals, on the other hand, want to ignore the past, abolish it, to break with it, to cut it off; they reject the old—all of the old; they do not see progress as a

continuous process; they see it as something which comes in jerks or in a series of revolutions. Liberals, however, accept the principle of natural change in man and things; they hold that the new grows out of the old and that it adds itself to the old, but that it does not sever connections with the

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old. They agree with Kallen that "the persistence of the old is just as ineluctable as the influx of the new." In the post-war economy of America, therefore, there will be no room for either conservatives or radicals. There will be room only for liberals—liberals who want to add the best of what we have to the best of what we have had and thereupon erect a finer superstructure than anything that exists in the present or than anything that has ever existed in the past.

AN OBLIGATION

(Continued from page 7)

into the State for national defense work and the manufacture of small items essential to the war effort. For aircraft, ordnance and other items alone State manufactures totaled \$88,584,000.

It is very important that Florida does not lose sight of its possibilities for industrial development or at least that it holds on to the industrial facilities obtained during the war effort, thus continuing employment for those who have become mechanical-minded in their individual efforts for victory.

The 32 cities represented in the manufacturers' exposition, and all other cities not represented there which have small industrial plants should begin now to plan ways and means of keeping them going when the war is over. The interest shown by procurement officers and civilian buyers from the North and East, more than 50 of whom attended the exhibit, is ample evidence that articles manufactured in Florida will find a market throughout the country.

Mr. Brown as State manager of the Smaller War Plants Corporation, and Paul Brooks of the Atlanta office of the corporation who was present at the Jacksonville show are now attempting to interest communities in a definite civilian manufacturing program. Of course they find the manufacturers enthusiastic. But, they are going to need the help of the communities in which they operate and of the State at large if they survive the period required for transition from war to civilian production.

This is Florida's chief problem, and obligation, at this time.

FOOD PACKING IMPORTANT

(Continued from page 32)

Here skilled chemists and bacteriologists toil over test tube and Bunsen burner not only to maintain constant scientific control over the production of the corporation's

many preservatives, color-add formulas and other chemical products but also to work out an ever-increasing array of new merchandise. Ingredients of these waxes and emulsions, incidentally, are brought to Dunedin from the four corners of the earth and some of them are as rare as the Biblical frankincense and myrrh.

That many employees of Food Machinery Corporation are veterans of ten years or more service attests the spirit that pervades the entire organization. Nearly every foreman and superintendent came up the hard way from apprenticeship. They know their jobs. As for the key men in the plant, each of these, too was hand-picked for ability and Vice President Campbell is proud of each one.

These department heads include the following: R. E. Martin, citrus machinery sales; R. S. Grant, vegetable machinery sales; Fred Sti-

vender, canning machinery sales; Neill McLean, production manager; W. A. Pipkin, credit manager; John Broome, chief engineer; Henry Pfister, service manager; Henry Lind, pattern shop superintendent; Earl Bingham, foundry superintendent; Wilbur Hagin, purchasing agent; T. S. Williamson, office manager; George A. Ferguson, cost department; Jewel Springer, machine shop superintendent; J. Houghton, shipping department; Cecil Lipsey, receiving department; Gresham Johnson, process materials department.

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SENTINELS OF SAFETY

(Continued from page 27)
carried the following Associated Press dispatch:

"Lake City, July 5—(AP)—Flor-

Listed below are all men who are on official leave of absence, now serving in the armed forces.

ARMY

SERGEANTS—

E. G. Godwin
Homer Klay
F. G. Thompson

PATROLMEN—

O. T. Cason
Jay L. Hall
Frank Tidwell
R. H. Tuten
J. A. Dickens
H. D. Wicke
T. A. Kloos
G. G. Darty
L. H. Harper
V. H. Hadley
E. D. Duggar
J. D. Larson
A. D. Cosson
R. E. Robertson
J. T. Prater
Frank Parcinski
B. W. Brinson
George Reichgott
T. E. Jones
J. W. McNally
A. C. Stillwell
F. E. Rowell
E. G. Shelton
C. S. Carroll

NAVY

CAPTAIN—

J. Wallace Smith

ATTORNEY—

Hugh L. McArthur

PATROLMEN—

R. H. Strong
Frank C. Millikin
H. J. Alfonso
C. C. Durrance
M. A. Wells
J. R. Lewis
H. E. Douglas

MARINES

SERGEANTS—

R. L. Robinson

PATROLMEN—

Douglas Willis
E. E. McGovern
E. P. McLean

COAST GUARDS

PATROLMEN—

B. P. Tiller
C. E. Taylor
W. F. Pounds
T. B. Marler
W. B. Norris

SEABEES

Patrolman H. E. Ellis
Patrolman Henry Mills

ida highway patrolmen, teaming up by two-way radio today hunted down and captured two men wanted by Louisville, Ky., authorities in connection with the slaying there of Carl Heitlauf, who was found dead in a field June 27, his skull fractured and two handkerchiefs stuffed in his mouth.

"Capt. Fitzhugh Lee of the State patrol and Sheriff Walter Davis of Columbia County, who directed the wild chase down country roads said the men identified themselves as Lawrence D. Harvey and Elbert Edwards, army deserters from an armored division at Pine Camp, N.

Eight labor camps, seven of them for white laborers and one for negro have been established for workers helping farmers and grove owners. The camps are under direction of the State Extension Service and are located near Seville, Orlando, Winter Garden, Winter Haven, Leesburg, Largo, Bowling Green and Waverly, the latter for negro workers.

Y., and that they admitted tying up Heitlauf and tossing him from his own automobile which they drove to Florida.

"Lee said the chase began when the two men tried to hold up a bar on the Georgia-Florida line north of here. L. C. Shadrick, whose bar the fugitives tried to hold up, gave the alarm that set the highway patrol and county officers on their trail, Lee related.

"Patrolman Frank Clark of Live

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Oak began the pursuit and sighted the men in an automobile. They eluded him but he informed the patrol office here by radio the direction in which they went and other patrol cars joined the chase.

"Captain Lee, Sheriff Davis and other officers then sighted the fugitives on a country road and chased them to the outskirts of Lake City, where they jumped out and fled when their car had a blowout. The officers caught them after a chase on foot."

At that time, the radio had been installed but three weeks in the Lake City area, one of the first to be so equipped.

The State-wide network was completed by February 1 of this year, with 250-watt stations at Tallahassee, Camp Blanding, Bartow, Ocala, Fort Myers and Fort Lauderdale and 50-watters at Chipley, Lake City, Jacksonville, DeLand, Tampa, Miami and Belle Glade.

The stations were situated, in point of location and power, so there always would be ample overlap of message strength regardless of atmospheric conditions. A 250-watt station ordinarily can talk 175 miles.

The Belle Glade station has been operated by wardens of the Everglades Fire Control District for the swift routing of equipment to extinguish soil-consuming blazes.

The 50-watters at Miami, Jacksonville and Tampa were installed to relieve divisional headquarters of the local messages resulting from the heavy movement of vehicular traffic in these areas. Similar small stations will be placed elsewhere as necessity arises for local coverage.

Ninety cars have been equipped with two-way radio, while 10 have receivers only. Use of the cruisers lacking transmitters, for the time being has been confined to urban areas.

Powered to talk 50 miles, the two-way cruisers can, under general conditions maintain contact with the control station to which they are assigned.

The patrol uses the FM—frequency modulation—type of equipment, which is not as susceptible to atmospheric interference as the

AM — amplitude modulation — of public broadcasting stations.

The patrol's network has been tied into the State police systems of Georgia and Alabama, through monitors at Tallahassee (Fla.), Albany (Ga.), Chipley (Fla.) and Dothan (Ala.).

Similar exchange arrangements have been worked out by those States with their neighbors, so general alarms covering Dixie can be sounded when dictated by circumstances.

Likewise, inter-communication has been established with law enforcement agencies in Florida, some of which long have used radio to speed justice.

Among the agencies thus linked to the highway patrol are the sheriffs' offices in Pensacola, Panama City and Ocala, and the police departments of Miami, Jacksonville, Tampa, Orlando and Lakeland.

Saving the air for emergency

and direct police calls, a teletype system, with regular telephone circuits operating automatic typewriters in divisional offices has been used for messages dealing with administrative business.

Making possible the transacting of business with any one or all of the field headquarters at a time, the teletype system likewise has the advantage of providing a permanent record of what has been sent or received, thereby reducing chances for error.

Calls on the teletype system are placed much as are long distance telephone calls, with the patrol paying only for the actual time that the circuit has been used.

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business equipment has come in the statistical bureau at headquarters, with devices used for the recording of traffic information on punch cards which can be sorted rapidly for tabulation—all by machine.

War has produced new and varied tasks for the patrol, from searches for wrecked airplanes to the transporting of venerably infected girls to special hospitals but the biggest headache has been the draining away of manpower.

Of the 60 patrolmen to enter the armed services, many have found their experience in the Florida Highway Patrol has brought them recognition in rank. Two patrolmen have become majors; others received lesser ranks.

Replacements meeting the National Guard physical standards adopted in 1941 by Director Gil- liam has been well-nigh impos- sible to find or keep because the same qualities make these men the cream of the draft crop.

Figures tell an important part of the story of the Florida Highway Patrol.

Reflected in latest maintenance reports is the added cost of war, with less efficient gasoline, poorer tires and loss of discounts once given for vehicle parts.

With upwards of 100,000 miles on their speedometers, some cruis- ers have passed their period of greatest return for the dollar but retirement is not possible because replacements cannot be obtained.

MAINTENANCE REPORT		1943	1942
Number of miles patrolled		4,134,007	4,250,176
Average gasoline mileage		16.7	17.3
Cost per maintenance mile		.0217	.017
Cost per operating mile		.036	.034

(A "maintenance mile" includes mechanical service, gasoline and oil. An "operating mile" covers "maintenance," plus tires, tubes, insurance and depreciation.)

ACCIDENT STATISTICS FOR 1943

TYPE OF ACCIDENT	Accidents		Non-Fatal	Prop. Dam.	Total Killed
	Total	Fatal			
Total Accidents	4518	433	1856	2229	488
Collision of motor vehicle with:					
Other motor vehicle	2795	111	999	1685	135
Pedestrian	488	154	332	2	157
Railroad train	75	26	30	19	38
Street car	2	1	1		1
Animal-drawn vehicle	14		11	3	
Bicycle	74	20	52	2	20
Animal	46		14	32	
Fixed object	73	3	34	36	5
Overtaken in roadway	827	79	340	408	92
Ran off roadway	67	11	30	26	11
Other non-collision	57	28	13	16	29
ALL REPORTS THIS YEAR	4518	433	1856		488
SAME PERIOD LAST YEAR	4414	423	1761		526
PERCENT CHANGE	+2%	+2%	-5%		-7.4%

TYPE OF MOTOR VEHICLE	Total		Non-Fatal	Property Damage
	Total	Fatal		
Total Vehicles	7510	555	2937	4018
Passenger car	4912	303	1932	2677
Passenger car with trailer	3		1	2
Passenger car and house-trailer	9		1	8
Truck	1559	143	565	851
Truck and trailer	232	30	74	128
Truck tractor and semi-trailer	202	23	71	108
Taxi cab	202	7	89	106
Bus	244	13	129	102
School bus	8	1	4	3
Motorcycle	67	12	44	11
Other	6	1	4	1
Not stated	66	22	23	21
Military vehicles (type shown above)	269	37	120	112
Emergency vehicle	28	2	8	18

There were 855 accidents involving U. S. Service Personnel in which 74 personnel of the armed forces were killed and 438 reported injured.

There were 431 accidents involving war-workers in which 32 war-workers were killed and 126 reported injured.

Number persons reported injured in all accidents 3198

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3,000 ROOMS in SOUTHERN HOTELS

Number people killed in all rural accidents	303
Number people killed in all urban accidents	185

VIOLATIONS INDICATED

Total Violations	4825	361	1936	2528
Exceeded stated speed limit	1047	134	497	416
Exceeded safe speed—but not stated limit	532	50	211	271
Did not have right-of-way	691	15	256	420
Following too closely	155	1	59	95
Passing school bus	4		2	2
Passing on hill	2			2
Cutting in	77	2	28	47
Other improper passing	32	1	10	21
On wrong side of road—not in passing	907	59	373	475
Failure to signal or improper signal	112	1	27	84
Improper turn—wide right turn	32		9	23
Same—cut corner on left turn	49		19	30
Disregarded police officer	12	3	4	5
Disregarded stop-and-go light	183	5	67	111
Disregarded stop sign and signal	234	16	80	138
Disregarded warning sign or signal	177	29	76	72
Disregarded other traffic control device	16	2	7	7
Improper starting from parked position	47		9	38
Improper parking location	119	16	54	49
Failed to turn on lights	12		8	4
Failed to dim headlights	10		2	8
Failed to use bright headlights	1		1	
Reckless driving	374	27	137	210
Total Drivers	7216	542	2851	3823
Drivers in violation	4393	318	1727	2348
Drivers not in violation	2777	192	1114	1471
Drivers—violations not stated	46	32	10	4
Total Accidents	4518	433	1856	2229
Accidents involving a violation	3965	291	1562	2112
Accidents not involving a violation	508	110	284	114
Accidents—violations not stated	45	32	10	3
Total Accidents	4518	433	1856	2229
Accidents—stated speed limit exceeded	1006	128	476	402
Accidents safe speed exceeded	495	48	198	249
Accidents—no speed violations	2951	218	1161	1572
Accidents—speed violations not stated	66	39	21	6
Hit and Run apprehended	51	5	18	28
Hit and Run not apprehended	81	23	24	34

PEDESTRIAN ACTION

	Total	Fatal	Non-Fatal
Total Number Pedestrians	540	164	376
Crossing at intersection	107	15	92
Crossing not at intersection	135	42	93
Coming from behind parked cars	45	7	38
Walking in roadway with traffic	102	37	65
Walking in roadway against traffic	24	12	12
Standing in safety zone	22	2	20
Standing in roadway	14	7	7
Getting on or off other vehicle	10	4	6
Pushing or working on vehicle in roadway	7	4	3
Working in roadway	6	1	5
Playing in roadway	13	4	9
Hitching on vehicle	2	1	1
Lying in roadway	15	11	4
On roller skates	2	1	1
Pushing or pulling cart, buggy, wagon, etc.	1	1	
Not in roadway	22	8	14
Not stated	13	7	6

PEDESTRIAN'S CONDITION—DRINKING

Total Number Pedestrians	540	164	376
Had not been drinking	418	105	313
Had been drinking—obviously drunk	37	20	17
Same—ability impaired	12	4	8
Same—ability not impaired	1		1
Same—not known whether impaired	25	9	16
Not stated	47	26	21

RESIDENCE OF PEDESTRIAN

Total Number Pedestrians	540	164	376
Residing within 25 miles of accident	530	158	372
Residing elsewhere in State	2	1	1
Residing out of State	4	2	2
Not stated	4	3	1

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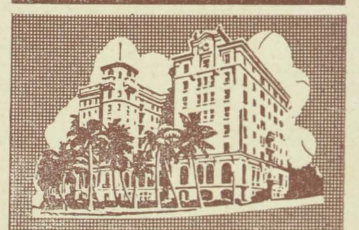
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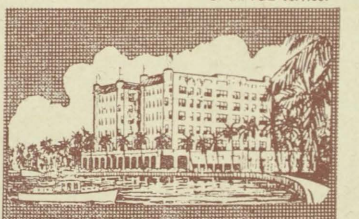
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MINUTES ROAD DEPARTMENT

(Continued from page 5)

road today and even after Federal Route 19 may be constructed. Both he and Mr. Piety urged consideration of Road No. 59, particularly between DeSoto City and Lorida. They presented requests from the Board of County Commissioners that appropriations be made in the budget for these two sections of road. A traffic report on Road 67 was filed.

Hillsborough County

The Hillsborough County delegation included Fred Ball, Chairman of the Board of County Commissioners, Angus Williams, Commissioner, Joe Merrin, County Engineer, W. L. Harwell, Tampa City Engineer, and W. E. Thompson, Assistant City Attorney.

Mr. Thompson spoke in behalf of the connecting links in the city of Tampa and asked the Department to take over 22nd Street and the causeway; also LaFayette Street from the point where the Department is now maintaining it east to 13th Street, then to First Avenue and on to Road 316. He said that both city and county join in this request.

Mr. Merrin repeated the requests made by Mr. Thompson and also asked the extension of Road 23 on 36th Street at 4th Avenue to 13th Street. He stated the County is well pleased with the proposed budget. Mr. Ball expressed his thanks to the Board for including the three most important highways in the county in the budget, and joined with the city in its requests.

A letter from Curtis Hixon, Mayor of Tampa, asked for maintenance on the following:

1. State Road 23 on East Broadway from 40th Street to 36th Street, to 4th Avenue, to 13th Street, to Lafayette Street, to Grand Central Avenue.

2. State Road 316 (22nd Street) from Buffalo Avenue south to Causeway Road to eastern city limits. (Also that portion from Buffalo Ave. to Hillsborough Ave.)

3. Nebraska Avenue from Hillsborough Ave. to Lafayette Street.

City of Jacksonville Beach

Mayor H. A. Prather, James Palmer, City Manager, and F. Spence Perry, Member of the City Council of Jacksonville Beach, appeared in behalf of certain requests from that city.

Both Mr. Perry and Mr. Palmer spoke of the unsatisfactory drainage conditions along State Road 140 through the city, and filed a resolution adopted by the City Council declaring its various hindrances to the health, safety, welfare and development of the city and requesting the Department to "make such surveys, plans and provisions as are necessary to correct this deplorable condition . . . and change the present State Road No. 140 through the city of Jacksonville Beach into a modern curb and gutter type of municipal paving with its consequent widening and elimination of ditches and dangerous turnouts so that the City can proceed with its development of this street as the primary boulevard for which it was originally intended."

Marion County

Senator Wallace Sturgis, Bruce Meffet, Chairman of the Board of County Commissioners W. C. White and W. A. Smart, Commissioners, and John E. Walker, County Engineer, came before the Board representing Marion County.

Senator Sturgis extended a welcome to the Members of the Department and all others present for the meeting, speaking in behalf of the Chamber of Commerce, the Board of County Commissioners, and the citizens of Ocala and Marion County. He wished for them a pleasant sojourn and invited them to come again.

He presented the following requests:

1. That all items in the budget for Marion County be allowed to remain there.

2. Construction of Road 81 from the Levy County line to Road 5, asking that the angle turns in the town of Dunnellon be straightened out if nothing more can be done.

3. Road 261 from Pitman to Salt Springs,

and 261-A from Salt Springs, post-war project.

4. Repairs of Road 81 from Dunnellon to Road 74.

5. Maintenance of Road 47-A from Citra to Williston; Road 38 from Weirsdale to Road 225 at Pedro, and Road 45 from Road 500 to Salt Springs.

Pinellas County

Chairman D. Orville Harris, and W. H. Belcher and Frank Merrin, Commissioners, W. A. McMullen, County Engineer, and John C. Blocker, Attorney, were present from Pinellas County. They filed a resolution from the County Commissioners (1) thanking the Governor and the Members of the Road Department for all that has been done in this Administration to benefit Pinellas County, and (2) making the following requests:

1. Immediate advertisement and award of bid for initial construction of Road 17.

2. Continuation of Gulf Coast Highway Projects 5257 and 5267.

3. Designation of center line of new location of State Road 15 from Tarpon Avenue to south end of county.

4. Take over for maintenance:

a. The city streets on line of Road 15 through Tarpon Springs, Dunedin, Clearwater, Largo, and 59th St. from 9th Ave. North to 5th Ave. North, and 5th Ave. North from 59th St. to 16th St. in St. Petersburg and Park St. from Lighthouse to Central Ave.

b. City streets on line of Road 17 in Clearwater, Safety Harbor and Oldsmar.

c. City streets on Road 64 in Largo.

d. County Road 208 from State Road 233 at Madeira Beach to Indian Rocks Bridge, and County Road 4 from Indian Rocks Bridge to State Road 15 at Largo.

e. County road 15 from State Road 230 to State Road 73.

f. County Road 16 from State Road 73 to State Road 15.

5. Correct alignment at intersection of State Road 233 and State Road 15 at Bay Pines.

6. Widen State Road 233 from Corey Causeway to Madeira Beach.

Polk County

Roy P. Gladney and Charles G. Adler, County Commissioners, and Milton D. Wilson, County Attorney, were present from Polk County.

Mr. Wilson as spokesman stated that their requests had already been presented and discussed with the Board Member from their district, and they appeared just to pay their respects and to thank the Board for what is being done for their county. He urged that Roads 79, 2 and 17 be kept in

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the budget, as they are considered very important in Polk County.

St. Johns County

H. K. Jackson, Chairman, and Harry B. Hersey, Member of the Board of County Commissioners, were present from St. Johns County. Mr. Jackson thanked the Board for all the Department has done for them and stated he understood the Department planned to take care of the connecting links through St. Augustine which is very much appreciated. He requested that something be done on Road 14-A also.

Seminole County

Representatives M. B. Smith and L. B. Mann were present from Seminole County. Mr. Smith said they came to pay their respects and to thank the Board for what it is doing.

Suwannee County

Senator S. A. Hinely and Representatives G. Warren Sanchez and T. A. Delegal were present to represent Suwannee County. Their requests were as follows:

1. Bridge at Luraville on Road 69 to be included in construction budget.
2. Connecting links for Roads 1 and 50 in City of Live Oak.
3. Improvement of Road 92 from Dowling Park to Road 69.
4. Cattle Guards be placed on Road 50 at north city limits of Live Oak.
5. That something be done to relieve serious drainage problem on Road 112 in Branford.

Volusia County

The delegation from Volusia County included Senator L. A. Coleman, I. Walter Hawkins, Clerk of the Circuit Court, and Commissioners Peter Gessner, Chairman, Elmer Blank and George Beck.

Senator Coleman extended friendly greetings and said he was much interested in the building of the Broadway bridge on Road 21, offering his assistance in any way possible. Mr. Hawkins asked for completion of Volusia Avenue from the point east of the WAC cantonment on to the railroad, and asked for a new alignment of Road 75 to New Smyrna to straighten out a number of dangerous curves. Mr. Gessner thanked the Board for the fine work that has been done in the past year and a half, and said that it is greatly appreciated.

CONNECTING LINKS IN TAMPA

On motion of Mr. Townsend, seconded by Mr. Ward, the following streets in the City of Tampa were taken over for maintenance under the 1941 Connecting Link Act:

1. 22nd Street (State Road 316) from Hillsborough Avenue south including the 22nd Street Causeway to connect with State Road No. 5.
2. Broadway (State Road No. 23) from 22nd Street east to city limits.
3. Also from the east end of Grand Central Avenue recently constructed, east along Lafayette Street to its intersection with 13th Street, thence north along 13th Street to 1st Avenue, thence east along 1st Avenue to its intersection with 22nd Street.

CONDOLENCES FOR HORACE SMITH

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, this Board has been notified that Mr. Horace Smith, Secretary of the Chamber of Commerce of Ocala, has been called away because of the death of his father,

BE IT RESOLVED that our deepest sympathy is hereby extended to Mr. Smith in this bereavement.

DEATH OF PAUL O'QUINN, COAST GUARDSMAN

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, Paul O'Quinn, of Arcadia, Florida, prior to his entering the services of the Coast Guard Branch of the United States Navy was an employee of the State Road Department of Florida in the First Division; and

WHEREAS it has come to the attention

of the Department that he has paid the supreme sacrifice in line of duty in the service of his country,

NOW, THEREFORE, BE IT RESOLVED that this Department deeply regrets the loss of this brave and loyal American and valued employee, and does hereby extend to his mother and other relatives of DeSoto County, Florida, the deepest sympathy in their sad loss.

BE IT FURTHER RESOLVED that a copy of this resolution be furnished to the mother and a copy to the Press, and that it be spread upon the permanent minute records of the Department.

DEATH OF M. R. SCHOENBORN, MAINTENANCE ENGINEER

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, the Members of this Department have just learned of the death of M. R. Schoenborn, of Tampa, Maintenance Engineer in the First Division, an employee of the State Road Department for the past fifteen years,

BE IT RESOLVED that we hereby express our deep regrets at the loss of a faithful employee, and extend to his family our sincere sympathy in their bereavement.

ADOPTION OF BUDGET

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED by the State Road Department, that the budget of construction, maintenance and betterment work for the year 1944 as prepared and tentatively adopted at the meeting of January 24, be and it is hereby adopted as the program of work for the year 1944 when it has been amended to carry the revisions made at this meeting. (See budget, page 66)

RESOLUTION OF THANKS

On motion of Mr. Ward, seconded by Mr. Lindsey, the following resolution was adopted:

BE IT RESOLVED that our sincere thanks are hereby expressed for the courtesies and

entertainment extended to us by Mr. Carl G. Rose and Mr. Norman Horne of the Marion Contracting Company, the Rotary Club, the City of Ocala, the Chamber of Commerce, the County Commissioners and others during our stay in Ocala.

ADJOURNMENT

By common consent, the meeting was adjourned, leaving the matter of the time and place of the next meeting to the decision of the Chairman.

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STATE ROAD DEPARTMENT OF FLORIDA

BUDGET FOR FISCAL YEAR 1944

ASSETS			LIABILITIES		
Cash available for General Purposes	\$ 6,744,001.90		Accounts Payable December 31, 1943—		
Restricted Cash Funds—Counties:			Contractor's Estimates and Retainage	\$ 1,093,389.33	
Second Gas Tax, Chapter 15659, Acts of 1931	\$ 386,304.40		Audited Bills	96,799.69	
Surplus Funds, Chapter 20302, Acts of 1941	2,804,113.47		Purchase Order Commitments	149,233.41	
Washington County District 1	4,189.64	3,194,607.51	Workmen's Compensation—Claims PePnding	25,160.93	\$ 1,364,583.36
Reserves:			Due Federal Government:		
Reserved for replacement of equipment	600,000.00		For Advance Overseas Projects		413,540.34
Reserved for Emergency War Damages	500,000.00	1,100,000.00	Reserves:		
Federal Trust Fund:			Legal Reserves of Estimated States Revenues		1,202,000.00
Defense Highway Act of 1941—			Reserve for replacement of equipment		600,000.00
Overseas Highway		36,978.65	Reserve for Emergency War Damages		500,000.00
Total Cash		\$11,075,588.06	Restricted Allotments—Counties:		
Federal Receivables:			Second Gas Tax, Chapter 15659, Acts of 1931		
Due us from Federal Government on work performed		3,309,016.21	Surplus Funds, Chapter 20302, Acts of 1941	829,574.00	
Federal Participation on Work Undertaken:			Washington County District 1	4,189.64	833,763.64
To be refunded us as work progresses		2,766,048.31	Administrative Accounts		550,470.00
Estimated Revenues:			Division and Maintenance Office Expense		336,108.60
4c per gallon tax	11,640,000.00		Maintenance of Roads for 1944—Schedule 1		6,034,518.71
Estimated County Surplus	772,682.82		Bridge Lease and Lease Purchase Agreements		452,404.30
Outdoor Advertising Division	20,000.00	12,432,682.82	Construction Underway—Schedule 2—		
Federal Projects:			Federal Jobs:		
Approved for 1944		6,305,970.17	County Funds	2,757,109.69	
TOTAL ASSETS	\$35,889,305.57		Federal Funds	302,116.30	3,059,225.99
			State Funds		
			State Jobs:		
			County Funds	416,120.83	
			State Funds	1,620,291.93	2,036,412.76
			Construction Proposed—Schedule 2—		
			County Funds	2,675,193.36	
			Federal Funds	6,171,765.79	
			State Funds	8,772,071.86	17,619,031.01
			Federal Carrying Fund		200,000.00
			Surveys underway and proposed for 1944:		
			State	500,000.00	
			Federal	143,143.00	643,143.00
			Surplus Estimated December 31, 1944		44,103.86
			TOTAL LIABILITIES	\$35,889,305.57	

STATE ROAD DEPARTMENT OF FLORIDA

PERCENTAGE OF REVENUES FROM VARIOUS SOURCES AND PERCENTAGE OF APPROPRIATIONS TO VARIOUS OPERATIONS

BUDGET FOR FISCAL YEAR 1944

ASSETS			LIABILITIES		
Cash on Hand	\$ 7,844,001.90	.2186	Accounts Payable	\$ 1,364,583.36	.0380
Gasoline Tax for General Purposes	11,640,000.00	.3243	Due Federal Government for Advance Overseas Project	413,540.34	.0115
Miscellaneous	20,000.00	.0006	Reserves	2,302,000.00	.0641
County Revenues:			Administrative Salaries, Expenses and Investments	886,578.60	.0247
Cash on Hand	3,194,607.51	.0890	Maintenance and Bridge Leases	6,486,923.01	.1808
Estimated Revenues	772,682.82	.0215	Construction	24,391,576.40	.6797
Federal Trust Fund	36,978.65	.0010	Surplus	44,103.86	.0012
Federal Revenues	12,381,034.69	.3450			
TOTAL ASSETS	\$35,889,305.57	100%	TOTAL LIABILITIES	\$35,889,305.57	100%

Summary

STATE ROAD DEPARTMENT OF FLORIDA—MAINTENANCE BUDGET 1944

Schedule 1

	ROAD MI	BRIDGE FT.	ROADS	BRIDGES	ENGINEERING SUPERVISION	TOTAL
FIRST DIVISION	1,594.716	78,003	\$ 971,657.07	\$ 126,920.06	\$ 99,127.04	\$1,197,704.17
SECOND DIVISION	1,664.418	54,303	1,168,311.50	107,858.85	129,938.39	1,406,108.74
THIRD DIVISION	1,890.414	170,042	1,170,718.54	306,593.71	61,787.08	1,539,099.33
FOURTH DIVISION	1,177.162	112,003	597,866.15	259,231.00	57,157.95	914,255.10
FIFTH DIVISION	1,857.175	141,550	752,794.12	146,305.00	78,252.25	977,351.37
TOTALS	8,183,885	555,901	\$4,661,347.38	\$ 946,908.62	\$ 426,262.71	\$6,034,518.71

Summary

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule No. 2

	1944 BUDGET			TYPES OF WORK			FUNDS			TOTAL FUNDS
	UNDERWAY STATE FORCES	UNDERWAY CONTRACT	PROPOSED	GRADING	PAVING	STRUCTURES	STATE	COUNTY	FEDERAL	
FIRST DIVISION	\$ 238,347.85	\$ 706,053.27	\$ 5,182,053.67	\$ 230,574.57	\$ 3,602,230.19	\$ 2,293,650.03	\$ 3,360,613.35	\$ 250,330.34	\$ 2,515,511.10	\$ 6,126,454.79
SECOND DIVISION	11,403.00	486,447.04	5,016,104.37	440,745.34	4,842,458.22	230,750.85	1,935,229.48	1,600,724.23	1,978,000.70	5,513,954.41
THIRD DIVISION	207,000.00	622,945.23	4,150,522.63	247,595.68	2,382,900.77	2,349,971.41	1,871,591.51	918,004.94	2,190,871.41	4,980,467.86
FOURTH DIVISION	308,000.00	1,265,534.92	1,263,976.68		2,567,297.72	270,213.88	1,496,130.65	242,254.68	1,099,126.27	2,837,511.60
FIFTH DIVISION	92,552.93	1,157,354.51	2,006,373.66	235,911.71	2,950,369.15	70,000.24	2,030,915.10	80,000.00	1,145,366.00	3,256,281.10
GRAND TOTAL	\$ 857,303.78	\$ 4,238,334.97	\$17,619,031.01	\$ 1,154,827.30	\$16,345,256.05	\$ 5,214,586.41	\$10,694,480.09	\$ 3,091,314.19	\$ 8,928,875.48	\$22,714,669.76

First Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK				FUNDS		Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Charlotte	5230	86	0.7	S.R. No. 5—E. City Limits Punta Gorda	\$	\$ 100.00	\$	\$	\$ 100.00	\$	\$ 100.00	\$	\$	\$ 100.00
DeSoto	5501	86	2.784	Welles Packing House—Nocatee			93,120.00		93,120.00		93,120.00			93,120.00
DeSoto	5868	2	2.95	Brownville — Hardee County Line		14,321.47			14,321.47		14,321.47			14,321.47
Glades	SN-FA 122-A(1)	8-A	0.5	Highlands Co. Line—0.5 Mi. South		337.00	19,769.77		20,106.77		5,026.69		15,080.08	20,106.77
Hardee	5580	2	4.223	Wauchula — Torrey			143,653.13		143,653.13		143,653.13			143,653.13
Hardee	5869	2	2.05	DeSoto Co. Line — 2.05 Miles North		9,955.72			9,955.72		9,955.72			9,955.72
Hardee	648	2	8.732	2.05 Mi. N. DeSoto Co. Line—S. End Proj. 1044 in Zolfo Springs			95,316.14		95,316.14		95,316.14			95,316.14
Hardee	648	2	0.393	Inter. Rd. 63(E) in Zolfo Springs—Pt. 0.393 Mi. N.			4,288.68		4,288.68		4,288.68			4,288.68
Hendry	5002(4)	164	1.588	South of LaBelle — DeSoto Ave. in LaBelle	3,000.00	18,923.29		3,000.00	18,923.29			21,923.29		21,923.29
Hendry	5002(5)	164	5.0	Collier Co. Line—5 Mi. North			105,000.00		105,000.00		48,592.95	56,407.05		105,000.00
Highlands	DA-WR 5(1)	567	7.07	Avon Park — Polk Co. Line		4,228.36			4,228.36			4,228.36		4,228.36
Highlands	SN-FA-122-A(1)	8-A	12.127	Glades Co. Line—12.127 Mi. North		8,163.00	490,568.27		498,731.27			124,682.82	374,048.45	498,731.27
Highlands	5185	349	3.5	3 Mi. East of Lake Placid—East	3,000.00			3,000.00			3,000.00			3,000.00
Highlands	5893	8	2.8	S. City Limits Sebring—2.8 Mi. South		900.00			900.00		900.00			900.00
Highlands	562-B	8	3.714	Road No. 32 — Polk County Line			70,541.55		70,541.55		25,224.37	45,317.18		70,541.55
Highlands	SN-FA-122-B(1)	8-A	5.630	Inter. Rds. 8 & 8-A—Lake Placid			346,153.00		346,153.00		86,538.25		259,614.75	346,153.00
Hillsboro	DA-WR-6(1)	592	4.265	Henderson Blvd.—State Rd. No. 17		28,351.95			28,351.95				28,351.95	28,351.95
Hillsboro	SN-FAS-77(1)	17	4.865	Hillsborough Ave. (96-A) —Pinellas Co. Line			477,869.09		477,869.09		119,467.27		358,401.82	477,869.09
Hillsboro	5068	79	4.248	Polk Co. Line — State Road No. 315			134,528.33		134,528.33		134,528.33			134,528.33
Hillsboro	5639	23	271'	Bridges Nos. 44 and 48			33,739.08			33,739.08	33,739.08			33,739.08
Hillsboro	5909	23	4.68	Tampa-Seffner		900.00			900.00		900.00			900.00
Hillsboro	5910	23	3.38	Plant City—3.38 Mi. West		900.00			900.00		900.00			900.00
Hillsboro	1222-A	79		Tampa-Polk Co. Line			34,508.65			34,508.65	34,508.65			34,508.65
Hillsboro-Pinellas		595		Davis Causeway Acquisition			1,007,372.30			1,007,372.30	503,686.15		503,686.15	1,007,372.30
Hillsboro-Pinellas		64		Gandy Bridge Acquisition			1,218,030.00			1,218,030.00	609,015.00		609,015.00	1,218,030.00
Hillsboro	DA-WR-31(1)			W. City Limits Port Tampa—Vera Street			144,000.00			144,000.00			144,000.00	144,000.00
Lee	DA-WR-7(1)	184	6.404	Ft. Myers-Buckingham Gunnery School		93,536.30			93,536.30				93,536.30	93,536.30
Lee	5326	2	0.684	S.R. No. 5 in Ft. Myers —East to Billy Creek		2,000.00			2,000.00			2,000.00		2,000.00
Lee	5596	5	0.154	S.R. No. 2 in Ft. Myers — to Edison Bridge		125.00			125.00		125.00			125.00
Pasco	5257	15	6.0	New Port Richey—Pinellas Co. Line			180,000.00		180,000.00		180,000.00			180,000.00
Pinellas	DA-WC-23(1)	64	3.046	State Road No. 73 and State Road No. 64		98,044.31			98,044.31				98,044.31	98,044.31
Pinellas	SN-FAS-77(1)	17	0.377	Hillsborough Co. Line—Oldsmar			31,687.91		31,687.91		7,921.98		23,765.93	31,687.91
Pinellas	5267	15	1.895	Tarpon Ave.—Pasco Co. Line			110,847.00		110,847.00		110,847.00			110,847.00

Pinellas	5917	64	6.5	S.R. No. 15—S.R. No. 73 & S.R. No 230—Airport		9,050.08		9,050.08		9,050.08		9,050.08		
Polk	DA-WR-5(1)	567	2.07	Highlands Co. Line — Bombin Range		1,238.00		1,238.00			1,238.00	1,238.00		
Polk	DA-WR-12(1)	568	1.177	Lakeland Airport No. 2 —State Rd. No. 17		2,500.00		2,500.00			2,500.00	2,500.00		
Polk	5158(4)	79	13.484	Bartow-Osceola Co. Line	232,347.85	249,855.15		482,203.00		482,203.00		482,203.00		
Polk	5158(5)	79	0.096	Central Ave.-Fla. Ave. on Main St. in Bartow		1,820.24		1,820.24		1,820.24		1,820.24		
Polk	5209(3)	8	5.603	Dundee-State Rd. No. 17 in Haines City		11,638.00		11,638.00		11,638.00		11,638.00		
Polk	5209(4)	8	0.5	S. City Limits Lake Wales—0.5 Mi. North		6,116.02		6,116.02		6,116.02		6,116.02		
Polk	5209(5)	8	5.819	Sections between Frost- proof and Lake Wales		132,532.52		132,532.52		132,532.52		132,532.52		
Polk	5696	34	9.394	Lakeland-Pasco Co. Line			224,574.57	224,574.57		224,574.57		224,574.57		
Polk	5927	17	0.815	In Lake Alfred on State Road No. 17		10,516.86		10,516.86		10,516.86		10,516.86		
Polk	17	675	4.146	Hillsborough Co. Line— East			140,905.00	140,905.00		140,905.00		140,905.00		
Polk	2	774	8.533	N. End of Overpass in Bartow—S. End of Over- pass in W. Haven			75,581.20	75,581.20		75,581.20		75,581.20		
TOTALS					\$ 238,347.85	\$ 706,053.27	\$5,182,053.67	\$ 230,574.57	\$3,602,230.19	\$2,293,650.03	\$3,360,613.35	\$ 250,330.34	\$2,515,511.10	\$6,126,454.79

Second Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK			FUNDS			Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Alachua	3104	2	4.0	Paradise - 9th Street in Gainesville	\$	\$	\$ 50,000.00		\$ 50,000.00	\$	\$ 50,000.00	\$	\$	\$ 50,000.00
Alachua	5354	2-A	3.5	In Gainesville — Road No. 2			60,000.00		60,000.00		60,000.00			60,000.00
Alachua	37-E	2	7.690	Marion County Line — Payne's Prairie			22,208.60		22,208.60		22,208.60			22,208.60
Alachua	37-C	2	3.463	Payne's Prairie-Gaines- ville			10,010.40		10,010.40		10,010.40			10,010.40
Alachua	618	5	4.301	Half Moon-Newberry			51,650.50		51,650.50		51,650.50			51,650.50
Alachua	594-B	13		Santa Fe River-Waldo			40,575.00			40,575.00				40,575.00
Alachua	861	31	7.132	Island Grove-Hawthorne			84,075.00		84,075.00		84,075.00			84,075.00
Baker	5306	154	9.600	End of Pav't-Taylor	6,036.00		36,960.00	36,960.00		6,036.00		42,996.00		42,996.00
Baker	6114	598		Bridges	5,367.00					5,367.00		5,367.00		5,367.00
Bradford	5607	48	0.633	Road 13—E. City Limits of Starke			11,000.00		11,000.00			11,000.00		11,000.00
Clay	5650	259	2.628	Doctor's Inlet—Road 68			86,724.00		86,724.00		31,958.61	54,765.39		86,724.00
Clay	DA-NR-3(1) (4514)	48	2.351	Field		190,381.18			190,381.18				190,381.18	190,381.18
Clay	DA-WR-1-B(1) (4515)	48	2.570	Proj. DA-WR-1A (1) — Camp Blanding		36,452.78			36,452.78				36,452.78	36,452.78
Clay	DA-NR-3-B(1) (4514)	3	1.752	Green Cove Springs-Or- ange Park			129,109.20		129,109.20				129,109.20	129,109.20
Clay	AW-FAGM-84-A(1)	68	2.270	Road 139—Orange Park			85,981.50		85,981.50				85,981.50	85,981.50
Clay	DA-WR-28-A(1)	68		A.C.L. Crossing in Or- ange Park			5,000.00			5,000.00			5,000.00	5,000.00
Clay	923	3	0.695	A.C.L. R.R. in Green Cove Springs — Road No. 48			30,000.00		30,000.00		30,000.00			30,000.00
Clay	923	48	0.429	Governor's Creek—Road No. 3			20,000.00		20,000.00		20,000.00			20,000.00
Columbia	5263	236	6.370	Ft. White—Road No. 2			70,070.00		70,070.00			70,070.00		70,070.00
Columbia	6123		0.515	Lake City-State Road Dept. Shop			18,095.00		18,095.00		18,095.00			18,095.00
Dixie	5027	69	1.518	Proj. 5026—Taylor Co. Line			33,396.00		33,396.00			33,396.00		33,396.00
Duval	DA-NR-23(1) (4551)	204	1.946	Chaffee Rd.—Proj. AN- FA 196-C(1)		13,317.35			13,317.35				13,317.35	13,317.35
Duval	AN-FA-196-C(1) (3327)	204	1.392	Proj. DA-NR-23(1) — Hammond Road		8,687.24			8,687.24		4,343.62		4,343.62	8,687.24
Duval	DA-NR-9(1) (4500)	553	2.003	Road 204—Road 3			143,000.00		143,000.00				143,000.00	143,000.00

Second Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK				FUNDS		Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Duval	DA-NR-24 (1) (4549)	589	2.451	Road 1—Whitehouse Air-field		19,415.98			19,415.98				19,415.98	19,415.98
Duval	AN-FA-196-D(1)	204	4.200	Hammond Road-Cassatt Ave.			280,979.60		280,979.60		140,489.80		140,489.80	280,979.60
Duval	DA-NR-2(1) (4526)	560	4.391	Road 140—Mayport			184,276.40		184,276.40				184,276.40	184,276.40
Duval	DA-WR-28-B (4566)	139	6.60	Clay Co. Line—Road 3			328,708.60		328,708.60				328,708.60	328,708.60
Duval	5438	376	15.50	South Jacksonville-Jacksonville Beach			799,750.00	300,000.00	499,750.00			799,750.00		799,750.00
Duval	5515	4	1.436	Proj. 3079-Thomas Creek			85,780.20		85,780.20		42,890.10		42,890.10	85,780.20
Duval	5662	4	3.2	Proj. 143—Main St.			517,837.91		517,837.91		258,918.95		258,918.95	517,837.91
Duval	4566-5513	139	0.92	San Juan Ave.-Road Inter. Park St.			101,200.00		101,200.00		101,200.00			101,200.00
Duval	5500	204	3.43	Cassatt Ave. to Myrtle Ave.			455,950.00		455,950.00		227,975.00		227,975.00	455,950.00
Duval	5039	596	17.0	Heckscher Drive		136,250.00			96,250.00	40,000.00		136,250.00		136,250.00
Gilchrist	5039	82	3.773	Trenton-Santa Fe River			103,785.34	103,785.34			42,741.31	136,250.00	61,044.03	103,785.34
Hamilton	5260	116	13.598	Withlacoochee River — State Road No. 2			100,000.00		100,000.00		100,000.00			100,000.00
Hamilton	19-B & 31	2		White Springs-Jasper			28,875.00			28,875.00	28,875.00			28,875.00
Hamilton	7	2		Jasper—Road No. 116			16,747.50			16,747.50	16,747.50			16,747.50
Lafayette	5036	50		Between Rd. 5-A—Dixie Co. Line			10,162.09			10,162.09	5,081.05	5,081.04		10,162.09
Lafayette	5399	69		Bridge at Lauraville			56,000.00			56,000.00		56,000.00		56,000.00
Lafayette	5026(6)	69	2.320	End of Pav't—Dixie Co. Line			51,040.00		51,040.00			51,040.00		51,040.00
Lafayette	5192	106	9.12	Madison Co. Line-Road 5-A			21,988.26			21,988.26		21,988.26		21,988.26
Levy	95-A	15	0.939	Road 77 in Chiefland—Road 500			93,500.00		93,500.00		46,750.00		46,750.00	93,500.00
Levy	5033(2)	15	10.15	Lebanon-Citrus Co. Line		27,450.77			27,450.77		27,450.77			27,450.77
Levy	868-A	5	7.150	Williston - Alachua Co. Line			58,682.80		58,682.80		58,682.80			58,682.80
Madison	565	1	1.348	Proj. 45-C—Ellaville			15,966.50		15,966.50		15,966.50			15,966.50
Madison	5554(2)	35	6.22	St. Rd. 1 in Greenville—Jefferson Co. Line		26,063.53			26,063.53		26,063.53			26,063.53
Madison	5698	500	1.09	Taylor Co. Line N-F.A. Proj. 87-D		4,107.46			4,107.46		4,107.46			4,107.46
Madison	5179	106	17.086	Madison - Lafayette Co. Line			341,720.00		341,720.00		341,720.00			341,720.00
Nassau	DA-NC-28 (4567)	606	2.811	Road 45-8 to Road 45-65			120,990.23		120,990.23				120,990.23	120,990.23
Nassau	5609	3	0.51	Nassau Marsh-Proj. 5699			2,117.50		2,117.50			2,117.50		2,117.50
Nassau	5699	3	11.8	St. Mary's River-Pro. 5609			49,676.00		49,676.00		7,016.33	42,659.67		49,676.00
Nassau	5700	13	10.3	Yulee-Fernandina			47,193.59		47,193.59			47,193.59		47,193.59
Suwannee	533	1	0.50	Welborn - Columbia Co. Line			18,755.00		18,755.00			18,755.00		18,755.00
Suwannee		1		Streets in Live Oak			12,632.40		12,632.40		12,632.40			12,632.40
Suwannee		50		Hamilton Ave., Live Oak			7,004.25		7,004.25		7,004.25			7,004.25
Taylor	5211	35	7.31	Keaton Beach-End of Pav't			80,410.00		80,410.00			80,410.00		80,410.00
Taylor	5300	500	15.767	Perry-Madison Co. Line		24,320.75			24,320.75			24,320.75		24,320.75
Taylor	5028	69	1.66	Dixie Co. Line-Tennille			36,520.00		36,520.00			36,520.00		36,520.00
TOTALS					\$ 11,403.00	\$ 486,447.04	\$ 5,016,104.37	\$ 440,745.34	\$ 4,842,458.22	\$ 230,750.85	\$ 1,935,229.48	\$ 1,600,724.23	\$ 1,978,000.70	\$ 5,513,954.41

Third Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK				FUNDS		Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Bay	767-B	10	0.600	Town of W. Bay and Approaches	\$	\$	\$ 242,000.00	\$ 27,000.00	\$ 15,000.00	\$ 200,000.00	\$ 242,000.00	\$	\$	\$ 242,000.00
Bay	DA-WR-9(1) (4528)	10	0.475	Tyndall Field Widening Strips		1,583.11			1,583.11				1,583.11	1,583.11
Bay	500-B(5459)	20	1.310	M.P. 21.62-M.P. 22.94		2,300.00			2,300.00		2,300.00			2,300.00

Bay	DA-NI-12(1) (4521)	10	4.769	Access to Wainwright Shipyard		65,431.10		65,431.10			65,431.10	65,431.10
Bay	5006-5460	20	4.850	M.P. 22.94-M.P. 27.79		8,275.87		8,275.87		8,275.87		8,275.87
Bay	DA-NI-12(2)	10	0.950	Hathaway Br.-End Present Road								
Calhoun	501-B	6	0.800	Scott's Ferry Bridge and Approaches		35,000.00		35,000.00			35,000.00	35,000.00
Calhoun	852	84	16.000	Road 6—Clarksville		102,000.00		102,000.00	91,975.27	10,024.73		102,000.00
Calhoun	DA-WR-11 (4548)	540	0.700	Maint. Access Road to Field 4	1,000.00	20,000.00	20,000.00			20,000.00		20,000.00
Escambia	DA-NR-4(1)	590	3.703	Road 195-Road 93				1,000.00			1,000.00	1,000.00
Escambia	DA-NR-5 (4512)	576	1.606	Road 7—"K" Field		35,671.80		35,691.80			35,691.80	35,691.80
Escambia	DA-WR-2 (4509)	574	0.908	Road 93—Ft. Barrancas		8,673.21		8,673.21			8,673.21	8,673.21
Escambia	DA-NR-7 (4502)	573	0.945	"V" Field—Road 1		3,000.00		3,000.00			3,000.00	3,000.00
Escambia	AN-FA-120-B (3162)	365	1.526	Corry Field—Road 1		3,994.10		3,994.10			3,994.10	3,994.10
Escambia	FAGM 121-B (4166)	566	0.554	Over S.L.S.F. R.R. & Approaches		17,877.23		17,877.23	8,938.62		8,938.61	17,877.23
Escambia	5140	62	10.400	Davisville-Byrnsville		10,000.00		10,000.00			10,000.00	10,000.00
Escambia	38-B	1	1.509'	Escambia River Bridge & Approaches	50,000.00			50,000.00		50,000.00	10,000.00	10,000.00
Escambia		53	0.400	Pens Bay Bridge-Road 1		320,000.00		320,000.00	80,000.00		240,000.00	320,000.00
Escambia	DA-NR-10-A (4524)	537	8.190	Road 1-Road 7		75,000.00	10,000.00	35,000.00	30,000.00	75,000.00		75,000.00
Escambia	DA-NR-10-B (4518)	537	4.671	Road 7-Road 1-A	157,935.00			157,935.00			157,935.00	157,935.00
Escambia	5541	341	6.615	Road 1—"K" Field		150,000.00		150,000.00			150,000.00	150,000.00
Escambia	DA-NI-32(1)		0.840	Barrancas Ave.—Road 93		90,000.00		90,000.00			90,000.00	90,000.00
Franklin	879 & 35	1	3.172	Road 537-Road 365		140,000.00		40,000.00	100,000.00		140,000.00	140,000.00
Franklin	DA-WR-19 (4540)	10	25.600	Maint. Thru Camp Gordon Johnston	10,000.00	22,485.70		22,485.70		22,485.70		22,485.70
Franklin	812-A (5151)	12	16.699	Road 10-Buck's Siding				10,000.00			10,000.00	10,000.00
Franklin	812-C (5152)	12	7.566	Buck's Siding - Liberty Co. Line	30,000.00		10,000.00		20,000.00		30,000.00	30,000.00
Gadsden	5105	277	8.200	Liberty Co. Line-River Junction	10,000.00		10,000.00			10,000.00		10,000.00
Gadsden	61-C	1	1.98	Apalachicola River — Quincy		30,000.00	30,000.00			30,000.00		30,000.00
Gulf	560 (5125)	6	4.771	White City - Cypress Creek		21,200.00		21,200.00		21,200.00		21,200.00
Gulf	686	6	0.800	White City Bridge & Approaches		14,289.92		14,289.92		14,289.92		14,289.92
Ho'mes	5154	358	1.777	Walton Co. Line-Leonia		143,000.00		43,000.00	100,000.00	90,688.86	52,311.14	143,000.00
Ho'mes	5419	88	5.587	M.P. 4.00-M.P. 9.587	5,000.00			5,000.00			5,000.00	5,000.00
Ho'mes	5682	88	10.369	M.P. 9.587-Alabama Line	3,000.00			3,000.00			3,000.00	3,000.00
Ho'mes	826	88	1.260	Walton Co. Line-Ponce de Leon	5,000.00			5,000.00			5,000.00	5,000.00
Holmes	FAP 20	1	1.243'	Choctawhatchee River Bridge		20,000.00		12,000.00	8,000.00		20,000.00	20,000.00
Jackson	DA-WR-11 (4529)			Maint. Access Roads		133,147.57		133,147.57	133,147.57			133,147.57
Jackson	5095	84	10.000	Airfield	4,000.00			4,000.00			4,000.00	4,000.00
Jackson	1258-C	159	7.917	Calhoun Co. Line-Thom- as Mill	8,000.00			8,000.00				
Jackson	3146	1	7.376	Greenwood-Dellwood		80,000.00		8,000.00		8,000.00		8,000.00
Jackson	666	6	6.787	FAP 3-D—Cypress		264,831.61		80,000.00		80,000.00		80,000.00
Jackson				Marianna-Alabama State Line				264,831.61		66,207.90	198,623.71	264,831.61
Jackson	670	6	11.653	Line		68,761.39		68,761.39		68,761.39		68,761.39
Jackson				Marianna-Alabama State Line								
Jackson	515	20		Bay Co. Line-Godwin's Gin		118,056.14		118,056.14		118,056.14		118,056.14
Jackson	NRS 118	90	8.580	Road No. 1 - Alabama State Line		13,900.04		13,900.04	13,900.04			13,900.04
Jefferson	5784	1	0.700	Thru Monticello		86,918.80		86,918.80				
Jefferson	5042	42	8.482	Lamont-Aucilla		10,000.00		10,000.00	46,084.19	40,834.61		86,918.80
Jefferson	5456	43		Wacissa to Lloyd In Tallahassee		50,000.00		50,000.00	7,556.43	2,443.57		10,000.00
Leon						35,000.00		35,000.00		50,000.00		50,000.00
Leon	5359	377-612	4.245	Lake Bradford-Tallahassee		11,000.00		11,000.00		35,000.00		35,000.00
Leon	5712	175	3.801	Wakulla Co. Line—road 110	15,000.00			15,000.00		15,000.00		15,000.00
Leon	6121	607	2.250	State Road 10-A—Federal Prison		45,000.00		45,000.00		45,000.00		45,000.00
Leon	5624	614	0.90	Road 500 to Chaires		10,000.00	10,000.00	8,000.00		10,000.00		10,000.00
						18,000.00	10,000.00			18,000.00		18,000.00

Third Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK				FUNDS		Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Leon	5577			Abbatior to Road 10 South of Tallahassee			37,097.50	15,000.00	22,097.50			37,097.50		37,097.50
Leon	2-6128	610	0.550	Wakulla Co. Line—State Road 377	1,500.00				1,500.00			1,500.00		1,500.00
Liberty	1158-D (5448)	135	3.582	Telogia-Hosford			10,000.00	10,000.00				10,000.00		10,000.00
Liberty	1158-C (5097)	135	3.429	Vilas-Telogia			10,000.00	10,000.00				10,000.00		10,000.00
Liberty		12		Bristol-South—Mi.			10,000.00	10,000.00				10,000.00		10,000.00
Liberty	5579	12	11.375	Franklin Co. Line—Wilma			10,000.00	10,000.00				10,000.00		10,000.00
Okaloosa	1160-C (5251)	165	4.900	Road 41—Yellow River Bypass Around Eglin Field	30,000.00			20,000.00		10,000.00		30,000.00		30,000.00
Okaloosa	DA-NR-15(1) (4545)	10	6.707			55,000.00			55,000.00				55,000.00	55,000.00
Okaloosa	3-A(1) (3211)	218	2.100	M.P. 2.708—M.P. 4.81		1,700.00			1,700.00			1,700.00		1,700.00
Okaloosa	97-A	115	0.50	Santa Rosa Co. Line—Sound Bridge			27,734.00		27,734.00					27,734.00
Okaloosa	815	54	13.281	Niceville-Crestview			93,396.30		93,396.30		27,734.00			93,396.30
Okaloosa	621	1	10.698	Crestview - Walton Co. Line			73,680.00		73,680.00		53,206.23	20,473.77		73,680.00
Okaloosa	5655	485		Destin postoffice to Road 115			5,000.00		5,000.00			5,000.00		5,000.00
Santa Rosa	DA-NR-25-A (4554)	594	1.271	W. Access Road Whiting Field		52,076.97			52,076.97				52,076.97	52,076.97
Santa Rosa	38-A-B	1	4.526'	Escambia Bay Bridges			900,000.00			900,000.00	225,000.00		675,000.00	900,000.00
Santa Rosa	DA-NR-25-B		3.000	E. Access Road Whiting Field			70,000.00		70,000.00				70,000.00	70,000.00
Santa Rosa	DA-NR-6(1)	577	1.029	Road 1—Spencer Field		2,000.00			2,000.00				2,000.00	2,000.00
Santa Rosa	5796	53	7.000	M.P. 15.7—M.P. 22.733		10,193.12			10,193.12			10,193.12		10,193.12
Santa Rosa	DA-NR-27 (4557-58)	1	16.289'	Repair Bridges between Ferry Pass and Whiting Field		172,923.80				172,923.80			172,923.80	172,923.80
Santa Rosa		37		In Town of Milton			2,500.00		2,500.00			2,500.00		2,500.00
Santa Rosa	5726	227	1.589	Chumuckla—Road 265			30,000.00	15,000.00	15,000.00			30,000.00		30,000.00
Wakulla	5637	175	4.301	M.P. 3.348—Leon Co. Line			65,000.00		65,000.00			65,000.00		65,000.00
Wakulla	1175 (5377)	127	1.314'	Bridges, Sopchoppy—Leon Co. Line	11,500.00					11,500.00		11,500.00		11,500.00
Wakulla	1174	175	9.0	Road No. 10 — Spring Creek			30,595.68	30,595.68				30,595.68		30,595.68
Walton	5690	552	1.662	Road 60—Road 358	4,000.00				4,000.00			4,000.00		4,000.00
Walton	5592	358	6.470	Sta. 72+00—Holmes Co. Line	19,000.00				13,000.00	6,000.00		19,000.00		19,000.00
Walton	856-A-C	88	18.220	Road 10—Holmes Co. Line			30,840.90		30,840.90			30,840.90		30,840.90
Walton	567	1	14.840	Okaloosa Co. Line—DeFuniak Springs			101,877.00		101,877.00		101,877.00			101,877.00
Washington		350		Miller's Ferry to Road 39			37,500.00		37,500.00			37,500.00		37,500.00
Washington	FAP 20	1	1,247'	Choctawhatchee River Bridge			212,500.00			212,500.00	212,500.00			212,500.00
Washington	658	1	2.840	Holmes Co. Line—Holmes Co. Line			37,500.00		37,500.00		37,500.00			37,500.00
TOTALS					\$ 207,000.00	\$ 622,945.23	\$ 4,150,522.63	\$ 247,595.68	\$ 2,382,900.77	\$ 2,349,971.41	\$ 1,871,591.51	\$ 918,004.94	\$ 2,190,871.41	\$ 4,980,467.86

Fourth Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK				FUNDS		Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Broward	DA-NR-17(1)	581	2.210	From State Road No. 149 to West Prospect Field	\$	\$ 21,703.05	\$	\$	\$ 21,703.05	\$	\$	\$	\$ 21,703.05	\$ 21,703.05
Broward	DA-NR-18(1)	582	2.235	From State Road No. 581 to Point 2.235 Miles E.		37,357.54			37,357.54				37,357.54	37,357.54
Broward	3039	199	0.940	From State Road No. 149 to Hillsboro Canal			22,449.41		22,449.41		22,449.41			22,449.41
Broward	916	149	6.272	Road No. 199—Road 140 in Deerfield Beach (Sec.)			80,058.77		80,058.77		80,058.77			80,058.77

Collier	5200	164	8.699	4.99 Mi. S. of Sunniland —3.7 mi. N of Sunniland		167,439.80	167,439.80		167,439.80		167,439.80		
Collier	5200	164	6.180	Immokalee to Hendry Co. Line		124,600.96	124,600.96	49,786.08	74,814.88		124,600.96		
Collier	669-X	27	9.142	SAL Railway Station in Naples		123,785.54	123,785.54		123,785.54		123,785.54		
Dade	DA-WR-16(1)	563	1.379	Road 27-A, Royal Palm Hammock (Section) From Main Gate Home- stead Airport - Moody Drive		3,186.11	3,186.11			3,186.11	3,186.11		
Dade	DA-WR-18(1)	579	3.184	Homestead Airport-State Road No. 4-A		6,508.39	6,508.39			6,508.39	6,508.39		
Indian River	5011(2)	30	5.045	Point 4.03 Mi W. of Vero Beach to Road 248		36,174.51	36,174.51		36,174.51		36,174.51		
Monroe	FS-FLA-3(1)		1.628	Flight Strip at Marathon		20,000.00	20,000.00			20,000.00	20,000.00		
Monroe	DA-WR-3(1)	4-A	0.170	Bridge Across Jewfish Creek		90,115.17		90,115.17		90,115.17	90,115.17		
Monroe	DA-NR-22(1)	4-A	11.685	Key Vacca to Grassy Key		123,534.25	123,534.25			123,534.25	123,534.25		
Monroe	SN-U-FAS-78A(1)	4-A	30.315	Lower Matecombe to Key Largo		595,196.99	595,196.99	148,799.25		446,397.74	595,196.99		
Monroe	SN-FA-107-B(1)	4-A	1.861	Big Pine Key to Pirates Cove		60,939.27		60,939.27	15,234.82	45,704.45	60,939.27		
Monroe	SN-FA-107-C(1)	4-A	1.062	Saddle Bunch Keys to Pirates Cove		43,693.42		43,693.42	10,923.36	32,770.06	43,693.42		
Monroe	SN-FA-107-E(1)	4-A	1.119	Stock Island to Saddle Bunch Keys		54,466.02		54,466.02	13,616.51	40,849.51	54,466.02		
Monroe	SN-U-FA-107-DFGH(1)	4-A	42.657	Florida City to Key West	287,000.00		287,000.00		71,750.00	215,250.00	287,000.00		
Monroe	SN-U-FAS-78-B(1)	4-A	0.104	Snake, Tea Table & Tavernier Creek Bridges	21,000.00			21,000.00	5,250.00	15,750.00	21,000.00		
Palm Beach	5107(4)	143	10.040	Belle Glade to Pahokee		172,660.20	172,660.20		172,660.20		172,660.20		
Palm Beach	5268(3)	199	8.674	Broward Co. Line—Point 8.674 Miles N.		170,639.45	170,639.45		170,639.45		170,639.45		
Palm Beach	5620	172	0.700	Chosen-Belle Glade		96,720.80	96,720.80		96,720.80		96,720.80		
Palm Beach	915	140	0.500	Road No. 198 in Delray Beach—Road No. 4 In West Palm Beach (Section)		130,400.60	130,400.60		130,400.60		130,400.60		
Palm Beach	1085	176	4.414	Road No. 4 at Lake Park —Road No. 4 at Jup- iter (Sections)		77,918.01	77,918.01		77,918.01		77,918.01		
Palm Beach	807-A&C	25	12.500	Hendry Co. Line—Road No. 26 in So. Bay		255,711.74	255,711.74		255,711.74		255,711.74		
St. Lucie	5576	559	1.332	State Road 140 to East Bridge		14,251.60	14,251.60		14,251.60		14,251.60		
TOTAL					\$ 308,000.00	\$1,265,534.92	\$1,263,976.68	\$ 2,567,297.72	\$ 270,213.88	\$1,496,130.65	\$ 242,254.68	\$1,099,126.27	\$2,837,511.60

Fifth Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK			FUNDS			Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Brevard	5321	70		Road 140 to Ocean		\$	\$ 13,400.00	\$	\$ 13,400.00	\$	\$	\$ 13,400.00	\$	\$ 13,400.00
Brevard	DA-NR-29(1)	119-140	10.00	Road 219—U. S. Coast Guard Station	32,040.98				32,040.98				32,040.98	32,040.98
Brevard	DA-NR-34	0.50		Naval Training Base N. E.—State Road 4			10,615.58		10,615.58				10,615.58	10,615.58
Brevard	1197	101	1.865	Over Indian River at Eau Gallie	16,911.71			16,911.71			16,911.71			16,911.71
Brevard	40-D	4	2.25	Road 206, Cocoa to N. Junct. of Road 119 in Titusville			37,200.00		37,200.00		37,200.00			37,200.00
Brevard		219		SR 101 N. to Banana Creek including proposed pur- chase of Mather Bridge			21,000.00		21,000.00			21,000.00		21,000.00
Brevard		119		Titusville to Titusville Beach			10,000.00		10,000.00			10,000.00		10,000.00
Brevard		140		Rd. 119 to Coast Guard Station			9,600.00		9,600.00			9,600.00		9,600.00

Fifth Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1944

Schedule 2

County	Project No.	Road No.	Length	Description	1944 BUDGET			TYPES OF WORK			FUNDS			Total Funds
					Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Brevard		219		Banana Creek—North			10,000.00		10,000.00			10,000.00		10,000.00
Brevard		140		Mebourne Beach—South			16,000.00		16,000.00			16,000.00		16,000.00
Citrus	625	5	10.23	Inverness-Holder		65,988.55			65,988.55		65,988.55			65,988.55
Citrus	793-A	15	11.011	Crystal River - Withla-										
				coochee River		25,000.00			25,000.00		25,000.00			25,000.00
Citrus	848	22	0.65	In Floral City		7,967.71			7,967.71		7,967.71			7,967.71
Citrus	682	5	6.00	Road No. 22 in Inver-										
				ness-N. End of Withla-			97,000.00		97,000.00		97,000.00			97,000.00
				coochee River Bridge										
Lake	967	22	2.950	Road 2 E. of Groveland										
				—Orange Co. Line (In-										
				cluding South Leg of										
				Wye)			55,806.43		55,806.43		55,806.43			55,806.43
Marion	987	81	5.290	Levy Co. Line-Dunnellon			85,768.94		85,768.94					85,768.94
Marion	520	2	9.35	Bellevue-Oklawaha		32,700.00			32,700.00		32,700.00			32,700.00
Marion	538	2	11.089	Lowell-Alachua Co. Line			200,475.00		200,475.00		200,475.00			200,475.00
Orange	AW-FA-													
	13(2)	2	8.633	Mt.-Dora-Plymouth		158,116.65			158,116.65		79,058.33		79,058.32	158,116.65
Orange	DA-WR-													
	17	3	1.953	Robinson Ave. in Orlan-										
Orange	DA-WR-			do		30,273.16			30,273.16				30,273.16	30,273.16
	20	22	2.420	Mills St. in Orlando-										
				Lake Barton		420,313.11			420,313.11				420,313.11	420,313.11
Orange	74-A	2	0.306	In Plymouth		6,642.09			6,642.09		6,642.09			6,642.09
Orange	6059	202	0.478	In Winter Park		35,724.14			35,724.14		35,724.14			35,724.14
Orange	949	22	5.545	Orlando-Road 411			239,525.00		239,525.00		239,525.00			239,525.00
Osceola	1019-A	29	3.747	Narcoossee - Orange Co.										
				Line			188,000.00		161,600.00	26,400.00	188,000.00			188,000.00
Osceola	974-A	29	4.86	Kenansville—Rd. 24 at										
				Holopaw			64,559.62		64,559.62		64,559.62			64,559.62
Putnam	627	3	7.60	East Palatka - Dunn's										
St. Johns	DA-NR-			Creek	2,640.00					2,640.00	2,640.00			2,640.00
	16	48	11.310	Lee Field - Switzerland										
				Field	40,960.24					40,960.24			40,960.24	40,960.24
St. Johns	47	4	4.99	Rd. 95 in St. Augustine-										
Seminole	DA-NR-			Duval Co. Line			24,221.86		24,221.86		24,221.86			24,221.86
	33	44	7.3	Lake Jessup Bridge -										
				Satellite Field			52,000.00		52,000.00				52,000.00	52,000.00
Seminole	543	3	0.85	Park Ave. in Sanford			84,000.00		84,000.00		84,000.00			84,000.00
Seminole	955	44	9.804	Lake Jessup-Volusia Co.										
				Line			130,000.00	130,000.00			130,000.00			130,000.00
Seminole	1192	203	7.42	Oviedo-Orange Co. Line			89,000.00	89,000.00			89,000.00			89,000.00
Volusia	DA-NR-													
	15	21	4.299	Road No. 3—4.299 Miles										
				East		253,180.12			253,180.12				253,180.12	253,180.12
Volusia	FA 117-A	21	8.636	Daytona Beach—West		121,448.98			121,448.98		60,724.49		60,724.49	121,448.98
Volusia	FA 117-B	21	4.155	East of Road 3—Proj.										
				5055			332,400.00		332,400.00		166,200.00		166,200.00	332,400.00
Volusia	956	44	5.205	St. Johns River-Brevard										
				Co. Line			55,000.00		55,000.00		55,000.00			55,000.00
Volusia	595	3	15.210	Rd. 21 N. of DeLand-										
				Road 500 at Barber-			30,689.23		30,689.23		30,689.23			30,689.23
				ville										
Volusia	628	3	8.607	N. End of St. Johns Riv-										
				er Br.-Rd. 21 N. of De-			150,112.00		150,112.00		150,112.00			150,112.00
				Land										
TOTALS					\$ 92,552.93	\$1,157,354.51	\$2,006,373.66	\$ 235,911.71	\$2,950,369.15	\$ 70,000.24	\$2,030,915.10	\$ 80,000.00	\$1,145,366.00	\$3,256,281.10

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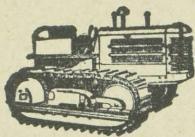
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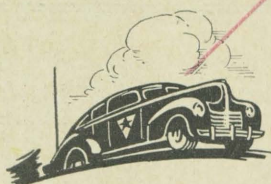
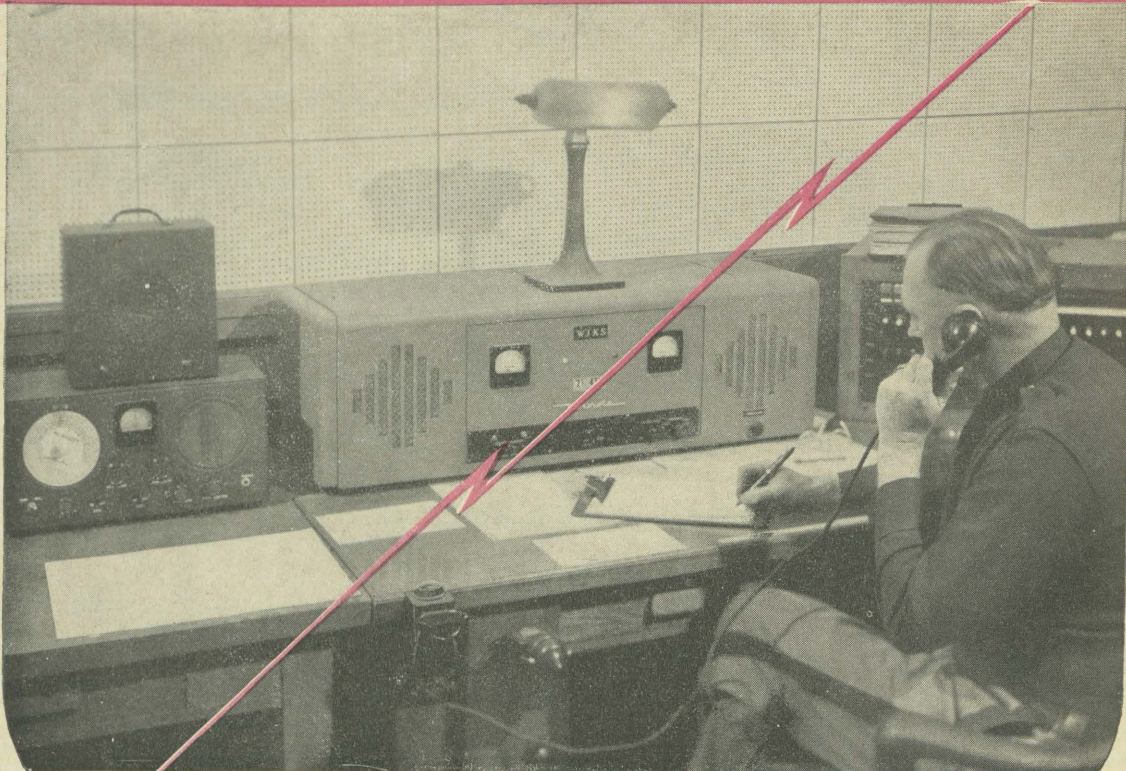
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